Thunderbird
Archeology

January 12, 2006

VIA FEDERAL EXPRESS

Barry Bylund
Van Metre Homes
5252 Lyngate Court
Burke, VA 22015

RE: Glascock Property Phase I Archeological Investigation
WSSI #21217.02

Dear Mr. Bylund:

Enclosed please find three copies of our Phase I archeological investigation of the Glascock property. We are not recommending any additional archeological work on this project.

If you have any questions please do not hesitate to contact us.

Sincerely,

Christine Jirikowic

Christine Jirikowic, Ph.D.
Principal Archeologist

Enclosure

cc: Dan Lucey, w/o enclosure
Tim Rosner, w/o enclosure
Copy to file, w/ enclosure

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PLANNING DEPARTMENT

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A Division of Wetland Studies and Solutions, Inc.

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Archeology

PHASE I ARCHEOLOGICAL INVESTIGATIONS OF THE 124.5 ACRE GLASCOCK PROPERTY, LOUDOUN COUNTY, VIRGINIA

By
Stephanie Taleff Sperling and Elizabeth S. Paynter

January 2006

WSSI Project #21217.02

Prepared under the supervision of
Christine Jirikowic, Principal Investigator

Prepared for:
Van Metre Homes
5252 Lyngate Court
Burke, Virginia 22015

Prepared by:
Thunderbird Archeology
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ABSTRACT

A Phase I archeological survey was conducted on the 124.57 acre Glascock Property located at the intersection of Gum Spring Road (Route 659) and John Mosby Highway (Route 50) in Loudoun County, Virginia. The work was carried out in December of 2005 and January of 2006 by Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc., of Gainesville, Virginia, for Van Metre Homes of Burke, Virginia. One historic resource was identified and one archeological site was found.

Site 053-6090 represents the Glascock Landing Field and two associated buildings. The Glascock Landing Field is located in the northwestern quadrant of the intersection of Routes 659 and 50, and with an initial construction date of 1941, it was the first airfield to be constructed in Loudoun County. Its heyday occurred from the late 1940s into the late 1950s, when it was a local tourist attraction. Currently, only one of the two original grassy landing strips is in use and the second has overgrown. One of the existing buildings, previously used as an airplane hanger, has collapsed, and the second building, which according to historic maps from the 1960s represents the store associated with the Landing Field, is currently in an advanced state of disrepair. Therefore, despite the local history and significance to Loudoun County aviation history, the site has lost most of its integrity and the site is not considered to be eligible for nomination to the National Register of Historic Places. No further work is recommended on site 053-6090.

Archaeological site 44LD1342, located to the west of the currently used Glascock Landing Strip and north of the abandoned landing strip, is within the boundaries of site 053-6090. This site represents the remains of a historic dwelling with an occupation date as early as the mid-to-late 19th century. The site was identified on the basis of five positive shovel test pits and a stone foundation. Brick rubble was concentrated along the northern foundation wall, which indicates that the building possessed a brick chimney, and flagstones identified just below the ground surface near the foundation indicate the possible presence of a second building. The integrity of this site was severely compromised during the construction of the landing strips, resulting in a large push pile obscuring a portion of the stone foundation and soils displaced out of their original contexts. Therefore, based on the disturbance that has occurred at the site, the site has low research potential and it is not considered to be eligible for listing on the National Register of Historic Places. No further work is recommended on site 44LD1342.

Because no specific impacts to the FEMA floodplains associated with the South Fork of Broad Run or its tributaries have been determined at the time of this investigation, the floodplains were investigated by pedestrian reconnaissance only. If in the future floodplain impacts are anticipated, we recommend that the area to be impacted be tested at that time.

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INTRODUCTION

This report presents the results of a Phase I investigation of the 124.5 acre Glascock Property located at the intersection of Gum Spring Road (Route 659) and John Mosby Highway (Route 50) south of Arcola in Loudoun County, Virginia (Exhibit 1). Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc., of Gainesville, Virginia, conducted the study described in this report for Van Metre Homes of Burke, Virginia. The fieldwork was carried out in December of 2005 and January of 2006.

Christine Jirikowic, Ph.D., served as Principal Investigator on this project, and Stephanie Taleff Sperling and Christopher Shephard served as the Field Supervisors. Elizabeth Paynter, Kirk Norman, Ed Johnson, Robert Badenhop, Anne Zahradnik, and Johsua Cronin served as Field Technicians. Tammy Bryant, M.A., served as Laboratory Supervisor, and Kelsey Woodman conducted the artifact analysis. The background material was prepared by Joan Walker, Ph.D.

Fieldwork and report contents conformed to the guidelines set forth by the Virginia Department of Historic Resources (VDHR) for a Phase I reconnaissance level survey as outlined in their 2001 *Guidelines for Conducting Cultural Resource Survey in Virginia, Additional Guidance for the Implementation of the Federal Standards Entitled Archaeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines* (VDHR 2001) as well as the *Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* (Dickenson 1983).

The purpose of the survey was to locate any cultural resources within the impact area and to provide a preliminary assessment of their potential significance in terms of eligibility for inclusion on the National Register of Historic Places. If a particular resource was felt to possess the potential to contribute to the knowledge of local, regional or national prehistory or history, Phase II work would be recommended.

All artifacts, research data and field data resulting from this project are currently on repository at the Thunderbird offices in Gainesville, Virginia.

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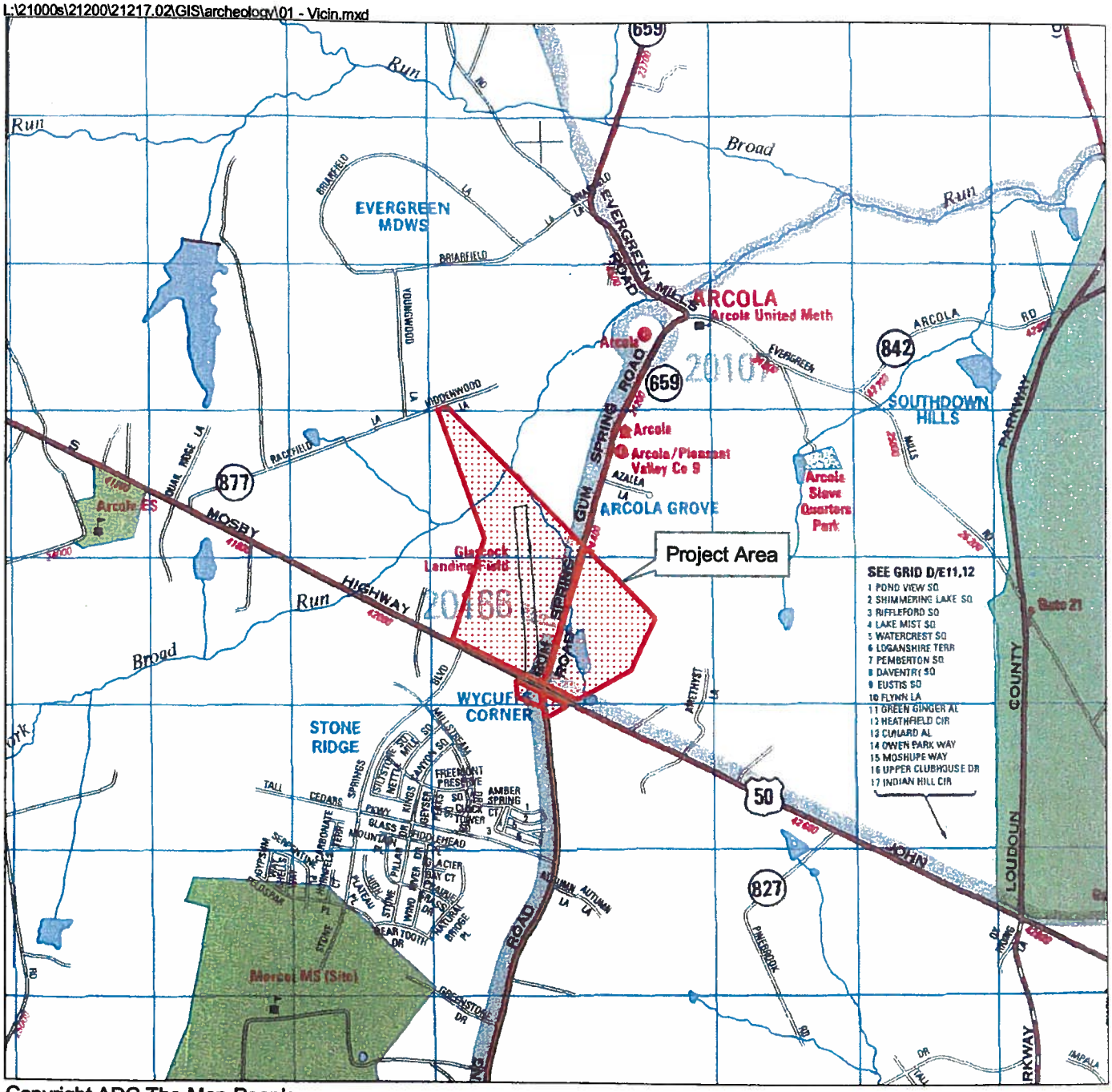
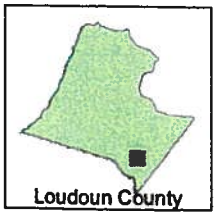


Vicinity Map
Glascock Property
WSSI #21217.02
Scale: 1" = 2000'



Thunderbird Archeology
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Exhibit 1

ENVIRONMENTAL SETTING

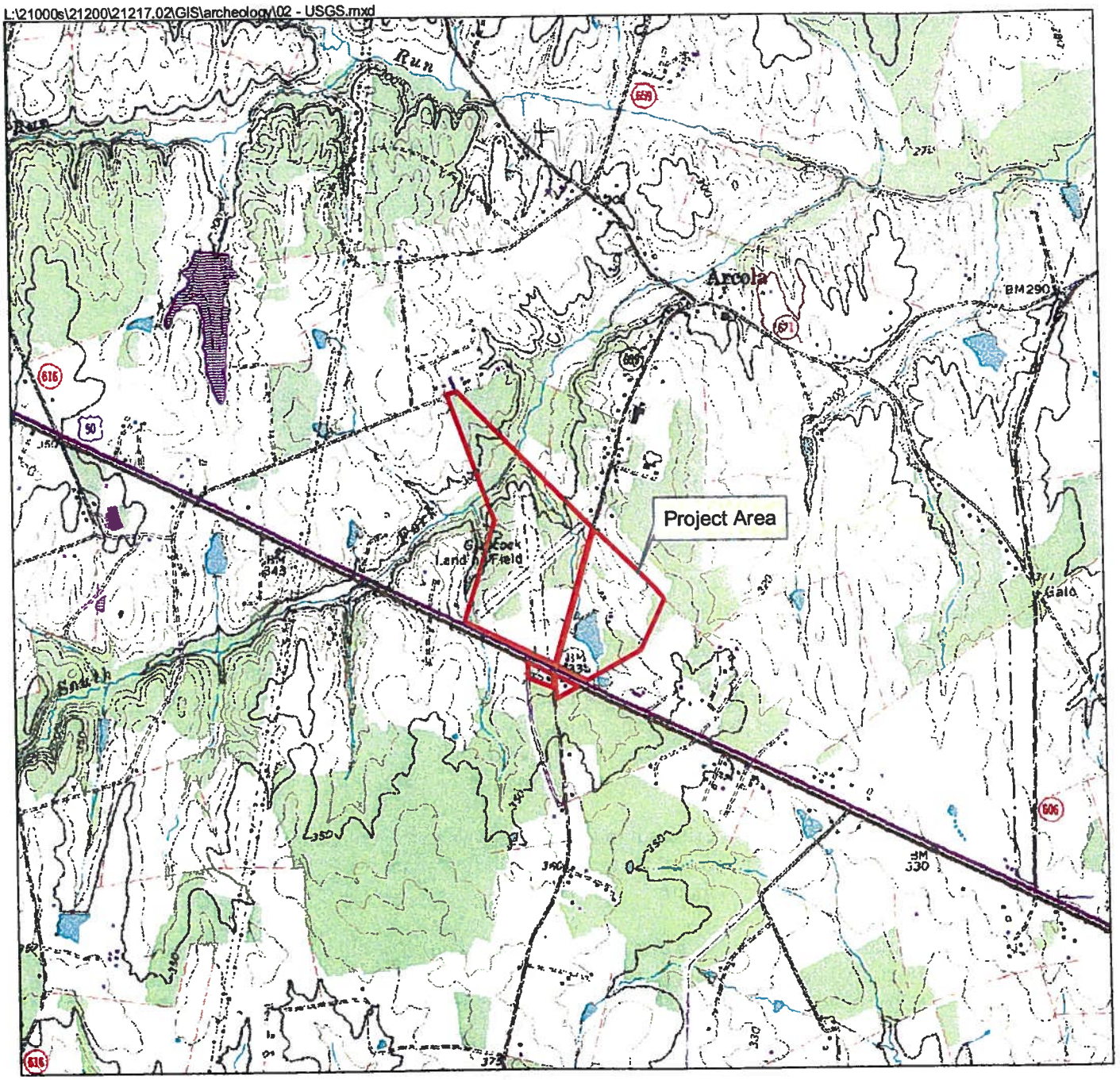
Loudoun County encompasses portions of the Piedmont Triassic Lowland and the Inner Piedmont Plateau sub-provinces and a portion of the Blue Ridge Province (Fenneman 1938; Bailey 1999). The Piedmont Physiographic Province is underlain by igneous and metamorphic rocks of various origins that were folded during the Paleozoic as the North American and African plates converged. Later, in the Mesozoic, rifting occurred as Pangea broke apart and the Atlantic Ocean formed. The Piedmont ranges from 200 feet above sea level (a.s.l.) at the Fall Line to circa 1000 feet a.s.l. in the western portion at the Blue Ridge. Because of the intensive weathering of the underlying rocks in the Piedmont's humid climate, bedrock is generally buried under a thick, 6 to 60 foot blanket of saprolite.

The Piedmont Province has been sub-divided into three sub-provinces: the Outer Piedmont Plateau, the Triassic Lowlands, and the Inner Piedmont Plateau. The project area lies in the Triassic Basin, or Triassic Lowlands. These are long, narrow rift valleys, or basins, formed during the Triassic period. These valleys, underlain by Mesozoic sedimentary and igneous rocks, have filled with sandstones and basalts. Elevations range from 200 to 400 feet a.s.l.

The topography of the Glascock Property is relative flat to steeply sloping along the banks of the South Fork of Broad Run that crosses the northwestern parcel (Exhibit 2). The site is drained by several unnamed tributaries to the South Fork of Broad Run that flow to the north and west (and southeast in the extreme northwestern portion of the site) and eventually into the South Fork of Broad Run. The highest spot on the property is located in the northeastern corner at approximately 345 feet above sea level (a.s.l.). The lowest elevation on the Glascock Property is located at the South Fork of Broad Run in the northwestern portion of the property at approximately 280 feet a.s.l.

The South Fork of Broad Run flows into Broad Run north of Arcola, approximately 4000 feet northeast of the current project area. Broad Run flows into the Potomac River at Selden Island, northeast of Ashburn.

Soils on the property include five primary series: Kelly and Sycoline, Waxpool, Penn, and Nestoria. All the series are typically silt loams. The associated Kelly and Sycoline series comprise most of the site. The Kelly series consists of deep, poorly drained soils; while the Sycoline series consists of moderately deep and moderately well-drained soils. Both series are found on upland slopes and formed from residuum that weathered from hornfels and granulite within the Culpeper Basin. The Waxpool series are very deep soils, and internal drainage is classified as poor with very slow permeability. They formed in residuum weathered from diabase and basalt. The Penn series are moderately deep, well-drained soils and were formed in materials weathered from noncalcareous shale, siltstone, and fine-grained sandstone. The Nestoria series are soils that are shallow and well drained. They formed in materials weathered from siltstone and fine grained sandstone. Most of the series are typically found in woodlands or pasture except for the Penn series, which is predominately used for rotation cropland.



USGS Quad Map
Arcola, VA 1981
Glascock Property
WSSI #21217.02
Scale: 1" = 2000'

The vegetation on the majority of the project area consists of a mixed hardwood and evergreen forest (Exhibit 3). Some early succession forests are seen in the southern portions of the property. The Glascock landing strip, a mowed grass swath, runs north-south for nearly 2500 feet and begins at a point just west of the intersection of Gum Spring and John Mosby Highway.

The conditions at the time of the survey varied, as fieldwork lasted nearly three weeks during December of 2005 and January of 2006. When fieldwork commenced, anywhere from one to three inches of snow was on the ground surface. This may have impeded surface visibility, especially deeper in the forest. As fieldwork progressed, the snow melted and the poorly drained sections of the project area developed large areas of standing water. This precluded shovel testing in some areas.

PALEOENVIRONMENTAL BACKGROUND

The basic environmental history of the area has been provided by Carbone (1976; see also Gardner 1985, 1987, and Johnson 1986). The following will present highlights from this history, focusing on those aspects pertinent to the project area.

At the time of the arrival of humans into the region, about 11,000 years ago, the area was beginning to recover rapidly from the effects of the last Wisconsin glacial maximum of circa 18,000 years ago. Vegetation was in transition from northern dominated species and included a mixture of conifers and hardwoods. The primary trend was toward a reduction in the openness so characteristic of the parkland of 14-12,000 years ago. Animals were undergoing a rapid increase in numbers as deer, elk and, probably, moose expanded into the niches and habitats made available as the result of wholesale extinctions of the various kinds of fauna that had occupied the area during the previous millennia. The current cycle of ponding and stream drowning began between 18-16,000 years ago at the beginning of the final retreat of the last Wisconsin glaciation (Gardner 1985); sea level rise has been steady since then.

These trends continued to accelerate over the subsequent millennia of the Holocene. One important highlight was the appearance of marked seasonality circa 7000 B.C. This was accompanied by the spread of deciduous forests dominated by oaks and hickories. The modern forest characteristic of the area, the mixed oak-hickory-pine climax forest, prevailed after 3000-2500 B.C. Continued forest closure led to the reduction and greater territorial dispersal of the larger mammalian forms such as deer. Sea level continued to rise, resulting in the inundation of interior streams. This was quite rapid until circa 3000-2500 B.C., at which time the rise slowed, continuing at a rate estimated to be 10 inches a century (Darmody and Foss 1978). This rate of rise continues to the present. Based on the archeology (c.f. Gardner and Rappleye 1979), it would appear that the mid-Atlantic migratory bird flyway was established circa 6500 B.C.; oysters had migrated to at least the Northern Neck by 1200 B.C. (Potter 1982) and to their maximum upriver limits along the Potomac near Popes Creek, Maryland, by circa 750 B.C. (Gardner and McNett 1971), with anadromous fish arriving in the Inner Coastal Plain in considerable numbers circa 1800 B.C. (Gardner 1982).

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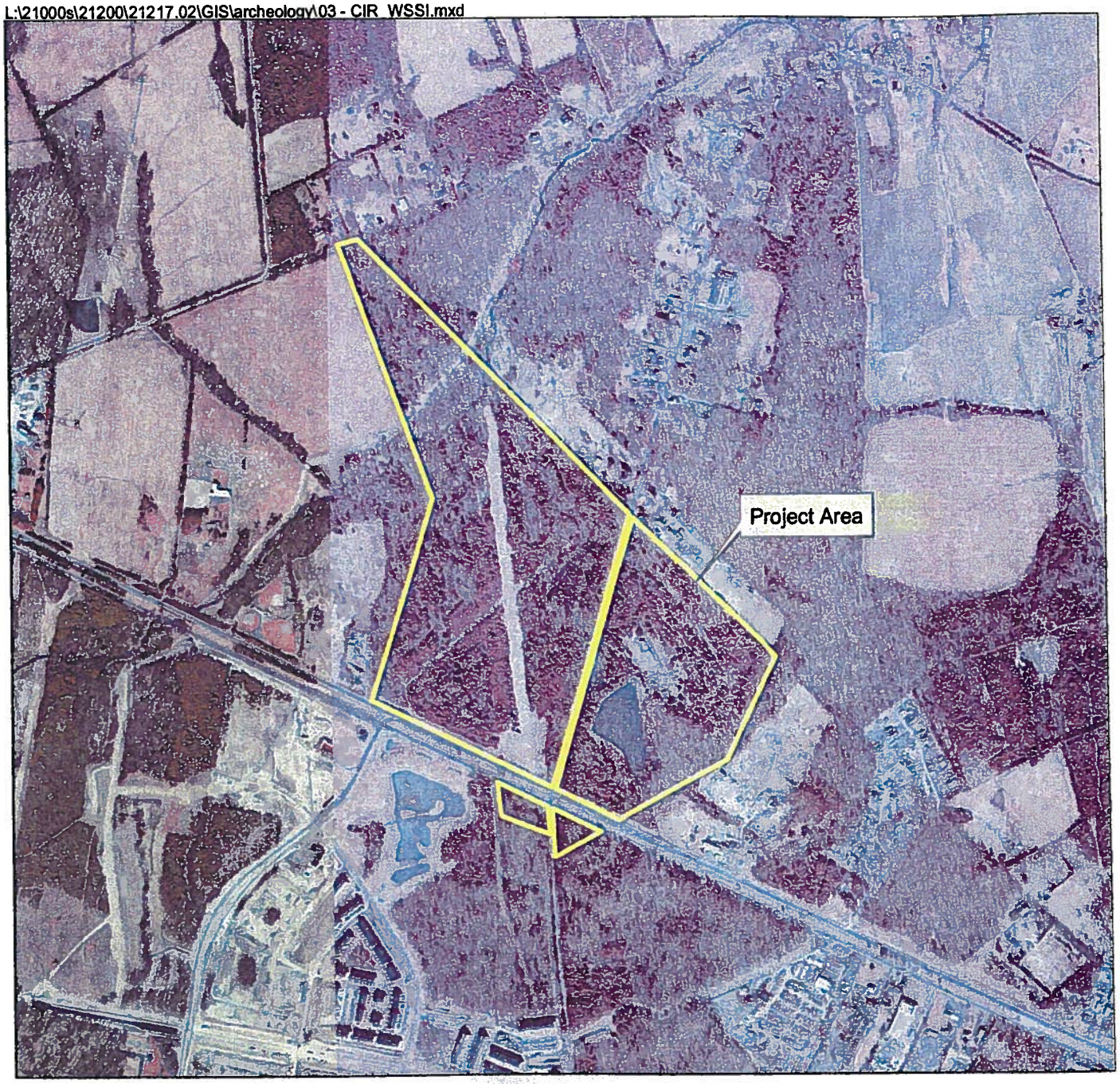

Spring 2003 & Spring 2004 Color Infrared Imagery
Glascock Property
WSSI #21217.02
Scale: 1" = 1000'

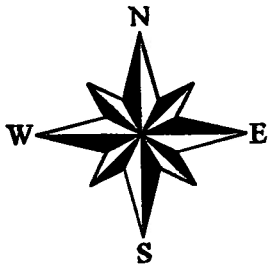

Photo Source: Wetland Studies and Solutions, Inc.

Thunderbird Archeology
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Exhibit 3

During the historic period, at circa A.D. 1700, cultural landscape alteration becomes a new environmental factor (Walker and Gardner 1989). Around this time, Euro-American settlement extended into the Piedmont/Coastal Plain interface. With these settlers came land clearing and deforestation for cultivation, as well as the harvesting of wood for use in a number of different products. At this time the streams tributary to the Potomac were broad expanses of open waters from their mouths well up their valleys to, at, or near their "falls" where they leave the Piedmont and enter the Coastal Plain. These streams were conducive to the establishment of ports and harbors, elements necessary to commerce and contact with the outside world and the seats of colonial power. Most of these early ports were eventually abandoned or reduced in importance, for the erosional cycle set up by the land clearing resulted in tons of silt being washed into the streams, ultimately impeding navigation.

The historic vegetation would have consisted of a mixed oak-hickory-pine forest. Associated with this forest were deer and smaller mammals and turkey. The nearby open water environments would have provided habitats for waterfowl year round as well as seasonally for migratory species.

CULTURAL HISTORICAL BACKGROUND

Prehistoric Overview

A number of summaries of the archeology of the general area have been written (c.f. Gardner 1987; Johnson 1986; Walker 1981); a brief overview will be presented here. Gardner, Walker and Johnson present essentially the same picture; the major differences lie in the terminology utilized for the prehistoric time periods.

Paleoindian Period (9500-8000 B.C.)

The Late Pleistocene/Early Holocene of the Late Glacial period was characterized by cooler and drier conditions with less marked seasonal variation than is evident today. The cooler conditions resulted in decreased evaporation and, in areas where drainage was topographically or edaphically poor, could have resulted in the development of wetlands in the Triassic Lowlands (Walker 1981; Johnson 1986:P1-8). The overall cast of the vegetation was one of open forests with mixed coniferous and deciduous elements. The character of local floral communities would have depended on drainage, soils, and elevation, among other factors. The structure of the open environment would have been favorable for deer and, to a lesser degree, elk, which would have expanded rapidly into the environmental niches left available by the extinction and extirpation of the herd animals and megafauna characteristic of the Late Pleistocene. As the evidence suggests now, the last of these creatures, e.g. mastodons, would have been gone from the area circa 11,000-11,500 years B.P., or just before humans first entered what is now Virginia.

Diagnostic artifacts of the earliest groups include Clovis spear points (Early Paleoindian), Mid-Paleo points, and Dalton points (Late Paleoindian). Although hard evidence is lacking, the subsistence settlement base of these groups appears to have focused on

general foraging with an emphasis on hunting (Gardner 1989 and various). A strong component of the settlement and exploitative system was the preference for a restricted range of microcrystalline lithics, e.g. jasper and chert, a formal tool kit, and the curation of this tool kit. Sporadic Paleoindian finds are reported on the Potomac, but, overall, these spearpoints are uncommon in the local area (c.f. Gardner 1985; Brown 1979). Fluted points have been found as isolated finds in the county, though the others have not (Johnson 1986).

Early Archaic Period (8500-6500 B.C.)

The warming trend, which began during the terminal Late Pleistocene, continued during the Early Archaic. Precipitation increased and seasonality became more marked, at least by 7000 B.C. The open woodlands of the previous era gave way to increased closure, thereby reducing the edge habitats and decreasing the range and numbers of edge adapted species such as deer. The arboreal vegetation was initially dominated by conifers, but soon gave way to a deciduous domination.

Archeologically, temporally diagnostic artifacts shift from the lanceolate spear points of the Paleoindians to notched forms (Johnson 1986:P2-4). Diagnostic projectile points include Palmer Corner Notched, Amos Corner Notched, Kirk Corner Notched, Kirk Side Notched, Warren Side Notched and Kirk Stemmed. Although the populations still exhibited a preference for the cryptocrystalline raw materials, they began to utilize more locally available materials such as quartz (Walker 1981:32; Johnson 1986:P2-1). The tool kit remained essentially the same as the Paleoindian, but with the addition of such implements as axes.

At the beginning of the Early Archaic the settlement pattern was similar to that of the Paleoindians. Changes in settlement become evident from 7500 B.C. on, accelerating after 7200 B.C. Among the major shifts were a movement away from a reliance on a restricted range of lithics and a shift toward expedience, as opposed to curation, in tool manufacture. Johnson feels that this shift is particularly marked during the change from Palmer/Kirk Corner Notched to Kirk Side Notched/Stemmed (Johnson 1983; 1986:P2-6). The changes are believed to be the result of an increase in deciduous trees and the subsequent closure of the forested areas. These changes are reflected in the fact that sites show up in a number of areas not previously exploited. A population increase also seems to be a factor in this increased number of sites.

Middle Archaic (6500-3000/2500 B.C.)

The Middle Archaic period, which corresponds to the Atlantic environmental episode, exhibited an acceleration of the warming trend (Walker 1981). Two major sub-episodes were present: an earlier, moister period that lasted until approximately 4500 B.C., and a later, warmer and drier period, the mid-Holocene Xerothermic, which ended at approximately 3000 B.C. A gradual reduction in rainfall and increased evaporation characterized the period, which was marked by an increase in deciduous vegetation, a more marked seasonality of plant resources, a decrease in the deer population (because of

the disappearance of edge habitats), and an increase in the numbers of other game animals such as turkey. Importantly for the local area, more of a mosaic of forests and grasslands might have been present because of edaphic factors. The dominance of deciduous species offered a high seasonal mast (acorns, nuts) that provided a nutritious and storable food base (Walker 1981).

Diagnostic projectile points include Lecroy, Stanly, Morrow Mountain, Guilford, Halifax and other bifurcate/notched base, contracting stem and side notched variants. The tool kit is definitively more expedient (Walker 1981) and includes grinding and milling stones, chipped and ground stone axes, drills and other wood working tools.

With the increasing diversity in natural resources came a subsistence pattern of seasonal harvests. Base camps were located in high biomass habitats or areas with the greatest variety of food resources nearby (Walker 1981). These base camp locations varied according to the season; however, they were generally located on rivers, fluvial swamps, or interior upland swamps. The size and duration of the base camps appear to have depended on the size, abundance, and diversity of the immediately local and nearby resource zones. In contrast to the earlier preference for cryptocrystalline materials, Middle Archaic populations used a wide variety of lithic raw materials, and propinquity became the most important factor in lithic raw material utilization (Walker 1981 and Johnson 1986). Settlement, however, continued to be controlled, in part, by the distribution of usable lithics.

Early Archaic components show a slight increase in numbers, but it is during the Middle Archaic (Morrow Mountain and later) that prehistoric human presence becomes relatively widespread (Gardner various; Johnson 1986; Weiss-Bromberg 1987). Whereas the earlier groups appear to be more oriented toward hunting and restricted to a limited range of landscapes, Middle Archaic populations move in and out and across the various habitats on a seasonal basis. The Triassic Lowlands, with their numerous upland swamps, would have offered numerous attractive settlement loci (Walker 1981). Diagnostic artifacts from upland surveys along and near the Potomac show a significant jump during the terminal Middle Archaic (e.g. Halifax) and beginning Late Archaic (Savannah River). Johnson notes a major increase in the number of sites during the bifurcate phase (Johnson 1986:P2-14) and the later phases such as Halifax.

Late Archaic (2500-1000 B.C.)

During this time period, the climatic changes associated with the Sub-Boreal episode continued, although the climate began to ameliorate. At this time, a major adaptive element was found in the resources offered by the rivers and estuaries.

Diagnostic artifacts include broadspear variants such as Savannah River and descendant forms such as the notched broadspears, Perkiomen and Susquehanna, Dry Brook and Orient, and more narrow bladed, stemmed forms such as Holmes. Gardner (1987) separates the Late Archaic into two phases: Late Archaic I (2500-1800 B.C.) and Late Archaic II (1800-1000 B.C.). The Late Archaic I corresponds to the spread and

proliferation of Savannah River populations, while the Late Archaic II is defined by Holmes and Susquehanna points. The distribution of these two, Gardner (1982; 1987) suggests, shows the development of stylistic or territorial zones. The Susquehanna style was restricted to the Potomac above the Fall Line and through the Shenandoah Valley, while the Holmes and kindred points were restricted to the Tidewater and south of the Potomac through the Piedmont. Another aspect of the differences between the two groups is in their raw material preferences: Susquehanna and descendant forms such as Dry Brook and, less so, Orient Fishtail, tended to be made from rhyolite, while Holmes spear points were generally made of quartzite.

A new item in the inventory was the stone bowl manufactured of steatite, or soapstone. These were carved from material occurring in a narrow belt extending from Pennsylvania south to Alabama and situated, for the most part, along the edge of the Piedmont and Inner Coastal Plain provinces.

An increasingly sedentary lifestyle evolved, with a reduction in seasonal settlement shifts (Walker 1981; Johnson 1986:P5-1). Food processing and food storage technologies were becoming more efficient, and trade networks began to be established.

The most intense utilization of the region begins circa 1800 B.C. with the advent of the Transitional Period and the Savannah River Broadspear derivatives, which include the Holmes and other related points. In models presented by Gardner, this is linked with the arrival of large numbers of anadromous fish. These sites tend to be concentrated along the shorelines near accessible fishing areas. The adjacent interior and upland zones become rather extensively utilized as adjuncts to these fishing base camps. The pattern of using seasonal camps continues. Although hunting camps and other more specialized sites may occur in the Triassic Lowlands, the larger base camps are expected to be found along rivers or in estuarine settings (Walker 1981). Use of the interfluvial Piedmont diminished during the Late Archaic. Sites from this period are less frequent and more widely scattered. It was at this point that the stylistic differentiation becomes apparent between the areas above the Fall Zone and those below, as discussed earlier: rhyolite usage and Susquehanna Broadspear forms occur above the Fall Zone while Holmes and its derivatives, including Fishtail variations, occur below the Fall Zone.

Early Woodland (1000-500 B.C.)

At this time during the Sub-Atlantic episode, more stable, milder and moister conditions prevailed, although short term climatic perturbations were present. This was the point at which the climate evolved to its present conditions (Walker 1981).

The major artifact hallmark of the Early Woodland is the appearance of pottery (Dent 1995; Gardner and McNett 1971). The Early Woodland period may be separated into three phases: Early Woodland I, II, and III. The earliest dates for pottery are 1200 B.C. in the Northern Neck (Waselkov 1982) and 950 B.C. at the Monocacy site in the Potomac Piedmont (Gardner and McNett 1971). This pottery is tempered with steatite, and the vessel shape copied that of the soapstone bowl, suggesting a local source for this

innovation. This steatite tempered pottery is characteristic of the Early Woodland I period and is widely distributed throughout the Middle Atlantic (Dent 1995; Gardner and Walker 1993). Diagnostic points included smaller side notched and stemmed variants such as Vernon and Calvert. Early Woodland II pottery is characterized by steatite or other heavily tempered ceramics with conoidal bases that were made by the annular ring technique. This ware is referred to as Selden Island Cordmarked. The wide-spread adoption of this pottery type by groups throughout the Middle Atlantic was perhaps due to the fact that sand and grit was such a versatile temper, for groups once far removed from the steatite sources quickly adopted this new medium (Goode 2002:3, 26). Again, small stemmed or notched points are diagnostic artifacts. Sand tempered pottery (Accokeek) is the Early Woodland III descendant of these steatite tempered wares. Rossville/Piscataway points are the diagnostic spear points.

It is important to note that pottery underscores the sedentary nature of these local resident populations. This is not to imply that they did not utilize the inner-riverine or inner-estuarine areas, but rather that this seems to have been done on a seasonal basis by people moving out from established bases. The settlement pattern is essentially a continuation of Late Archaic lifeways with an increasing orientation toward seed harvesting in floodplain locations (Walker 1981). Small group base camps would have been located along Fall Line streams during the spring and early summer in order to take advantage of the anadromous fish runs. Satellite sites such as hunting camps or exploitive foray camps would then have operated out of these base camps.

Middle Woodland (500 B.C.-1000 A.D.)

Diagnostic artifacts from this time period include various grit/crushed rock tempered pottery types including Albemarle and Popes Creek (common in the Coastal Plain) that appeared around 500 B.C. A local variant of the net marked pottery is Culpeper ware, found in the Triassic Basin. Net marking is characteristic of the Middle Woodland I period; however, it is supplanted by fabric impression and cord marking during the Middle Woodland II (Gardner and Walker 1993:4). Cord marked surfaces also occur on Culpeper ware, a sandstone tempered ceramic occasionally found in the Piedmont (Larry Moore, personal communication 1993). The associated projectile points are unclear, but do include small notched and/or stemmed forms. In general, the period from A.D. 200 to about A.D. 900 sees little population in the Potomac Piedmont.

Late Woodland (1000 A.D. to Contact/depopulation)

In the early part of the Late Woodland, the diagnostic ceramics in the Northern Virginia Piedmont region are crushed rock tempered ceramics for which a variety of names, such as Albemarle, Shepherd, etc., are used. The surfaces of the ceramics are primarily cord marked. Later in the Late Woodland, decoration appears around the mouths of the vessels and collars are added to the rims. In the Potomac Piedmont, circa A.D. 1350-

1400, the crushed rock wares are replaced by a limestone tempered and shell tempered ware that spread out of the Shenandoah Valley to at least the mouth of the Monocacy. Triangular projectile points indicating the use of the bow and arrow are diagnostic as well.

Horticulture was the primary factor affecting Late Woodland settlement choice and the focus was on easily tilled floodplain zones where the larger hamlets and villages were found. This was characteristic of the Piedmont as well as the Coastal Plain to the east and the Shenandoah Valley to the west (Gardner 1982; Kavanaugh 1983). The uplands and other areas were also utilized, for it was here that wild resources would have been gathered. Smaller, non-ceramic sites are found away from the major rivers (Hantman and Klein 1992; Stevens 1988).

Most of the functional categories of sites away from major drainages are small base camps, transient, limited purpose camps, and quarries. Site frequency and size vary according to a number of factors, e.g. proximity to major rivers or streams, distribution of readily available surface water, and the presence of lithic raw material (Gardner 1987). Villages, hamlets, or any of the other more permanent categories of sites are rare to absent in the Piedmont inter-riverine uplands. The pattern of seasonally shifting use of the landscape begins circa 7000 B.C., when seasonal variation in resources first becomes marked. By 1800 B.C., runs of anadromous fish occur and the Indians spent longer periods of time along the Potomac, although not necessarily in the Piedmont where the fish runs could not get above Great Falls (Gardner 1982, 1987). It is possible some horticulture or intensive use of local resources appears sometime after 1000 B.C., for at this time the seasonal movement pattern is reduced somewhat (Gardner 1982). However, even at this time and during the post-A.D. 900 agriculture era, extension of the exploitative arm into the upland and inter-riverine area through hunting, fishing and gathering remained a necessity.

Perhaps after 1400 A.D., with the effects of the Little Ice Age, the resulting increased emphasis on hunting and gathering and either a decreased emphasis on horticulture or the need for additional arable land required a larger territory per group, and population pressures resulted in a greater occupation of the Outer Piedmont and Fall Line regions (Gardner 1991; Fiedel 1999; Miller and Walker n.d.). The 15th and 16th centuries were a time of population movement and disruption from the Ridge and Valley to the Piedmont and Coastal Plain. There appear to have been shifting socio-economic alliances over competition for resources and places in the exchange networks. A severe drought may have occurred in the 16th century. More centralized forms of social organization may have developed at this time, and small chiefdoms appeared along major rivers at the Fall Line and in the Inner Coastal Plain at about this time. A Fall Line location was especially advantageous for controlling access to critical seasonal resources as well as being points of topographic constriction that facilitated controlling trade arteries (Potter 1993; Jirikowic 1999; Miller and Walker n.d.).

Historic Overview

Early English explorations to the American continent began in 1584 when Sir Walter Raleigh obtained a license from Queen Elizabeth of England to search for "remote heathen lands" in the New World, but all of his efforts to establish a colony failed. In 1606, King James I of England granted to Sir Thomas Gates and others of "The Virginia Company of London" the right to establish two colonies or plantations in the Chesapeake Bay region of North America in order to search ".... For all manner of mines of gold, silver, and copper" (Hening 1823, Vol. I:57-75).

It was in the spring of 1607 that three English ships--the Susan Constant, the Godspeed, and the Discovery, under the commands of Captains Newport, Gosnole, and John Smith, anchored at Cape Henry in the lower Chesapeake Bay. After receiving a hostile reception from native inhabitants, exploring parties were sent out to sail north of Cape Henry. Following explorations in the lower Chesapeake, an island 60 miles up the James River was selected for settlement (Kelso 1995:6, 7), and the colonists began building a palisaded fort, which came to be called Jamestown. In 1608, Captain Smith surveyed and mapped the Potomac River, locating the various native villages on both sides of the Potomac River. Captain Smith's "Map of Virginia" supplies the first recorded names of the numerous native villages along both sides of the Potomac River. The extensive village network along the Potomac was described as the "trading place of the natives (Gutheim 1986:22, 23, 28). After 1620, Indian trade with the English settlers on the lower Coastal Plain became increasingly intense. Either in response to the increased trade, or to earlier intra Indian hostilities, confederations of former disparate aboriginal groups were formed.

Reaffirmed by an "Ancient Charter" dated May 23, 1609, King James outlined the boundaries of the charter of "The Virginia Company:"

> "...in that part of America called Virginia, from the point of land, called Cape or Point Comfort, all along the sea coast, to the northward two hundred miles, and from the said point of Cape Comfort, all along the sea coast to the southward two hundred miles, and all that space and circuit of land, lying from the sea coast of the precinct aforesaid, up into the land, throughout from sea to sea, west and northwest; and also all the islands, lying within one hundred miles, along the coast of both seas..." (Hening 1823, Vol II:88).

In 1611, John Rolfe (who later married Pocahontas in 1614) began experimenting with the planting of "sweet scented" tobacco at his Bermuda Hundred plantation, located at the confluence of the James and Appomattox Rivers. Rolfe's experiments with tobacco altered the economic future of the Virginia colony by establishing tobacco as the primary crop of the colony; this situation lasted until the Revolutionary War (O'Dell 1983:1; Lutz 1954:27). Tobacco was used as a stable medium of exchange, and promissory notes,

used as money, were issued for the quantity and quality of tobacco received (Bradshaw 1955:80, 81). Landed Virginia estates, bound to the tobacco economy, became independent, self-sufficient plantations, and few towns of any size were established in Virginia prior to the industrialization in the south following the Civil War.

A number of early English entrepreneurs were trading along the Potomac River in the early 1600s for provisions and furs. By 1621, the numbers of fur trappers had increased to the point that their fur trade activities required regulation. Henry Fleet, among the better known of the early Potomac River traders, was trading in 1625 along the Potomac River as far north as the Falls. He traded with English colonies in New England, settlements in the West Indies; and English merchants across the Atlantic in London (Gutheim 1986:28, 29, 35, 39).

The first Virginia Assembly, convened by Sir (Governor) George Yeardley at James City in June of 1619, increased the number of "corporations" or boroughs in the colony from seven to eleven. In 1623, the first laws were made by the Virginia Assembly establishing the Church of England in the colony. These regulated the colonial settlements in relationship to Church rule, established land rights, provided some directions on tobacco and corn planting, and included other miscellaneous items such as the provision "...That every dwelling house shall be pallizaded in for defence against the Indians" (Hening 1823, Vol I:119-129).

In 1617, four parishes--James City, Charles City, Henrico and Kikotan--were established in the Virginia colony. By 1630, the colony had expanded, necessitating the creation of new shires, or counties, to compensate for the courts, which had become inadequate (Hiden 1980:3, 6). In 1634, that part of Virginia located south of the Rappahannock River was divided into eight shires called James City, Henrico, Charles City, Elizabeth Citty [sic], Warwick River, Warrosquyoake, Charles River, and Accawmack, all to be "...governed as the shires in England" (Hening 1823, Vol I:224). Ten years later, in 1645, Northumberland County, located on the north side of the Rappahannock River, was established "...for the reduceing of the inhabitants of Chickcouan [district] and other parts of the neck of land between Rappahanock River and Potomack River," thus enabling European settlement north of the Rappahannock River and in Northern Virginia (Hening 1823, Vol I:352-353). In 1634, when the Virginia colony was divided by the Virginia House of Burgess into eight shires, there were approximately 4,914 men, women, and children in the colony (Greene 1932:136).

Prior to 1692, most lands in the Virginia Colony were granted by the Governor of the colony under the "head right" system and were issued as Virginia Land Grants. In 1618, a provision of 100 acres of land had been made for "Ancient Planters," or those adventurers and planters who had established themselves as permanent settlers prior to 1618. Thereafter, Virginia Land Grants were issued by the "headright" system by which "any person who paid his own way to Virginia should be assigned 50 acres of land...and if he transported at his own cost one or more persons he should...be awarded 50 acres of land" for each (Nugent 1983:XXIV).

King Charles I was beheaded in January 1648/9 during the mid-17th century Civil Wars in England. His son, Prince Charles II, was crowned King of England by seven loyal supporters, including two Culpeper brothers, during his exile near France in September 1649. For their support, King Charles granted his loyal followers "The Northern Neck," or all that land lying between the Rappahannock and Potomac Rivers in the Virginia colony; the grant was to expire in 1690. King Charles II was subsequently restored to the English throne in 1660.

In 1677, Thomas, Second Lord Culpeper became successor to Governor Berkley in Virginia, and by 1681, he had purchased the six Northern Neck interests of the other proprietors. The Northern Neck grant (due to expire in 1690) was reaffirmed by England in perpetuity to Lord Culpeper in 1688. Lord Culpeper died in 1689, and four-fifths of the Northern Neck interest passed in 1690 to his daughter, Katherine Culpeper, who married Thomas, the fifth Lord Fairfax. The Northern Neck became vested and was affirmed to Thomas, Lord Fairfax, in 1692 (Kilmer and Sweig 1975:5-9). In 1702, Lord Fairfax appointed an agent, Robert Carter of Lancaster County, Virginia, to rent the Northern Neck lands for nominal quit rents, usually two shillings sterling per acre (Hening 1820, Vol IV:514-523; Kilmer and Sweig 1975:1-2, 7, 9).

The extent and boundaries of the Northern Neck were not established until two separate surveys of the Northern Neck were conducted. These were begun in 1736, and a final agreement was reached between 1745 and 1747 (Kilmer and Sweig 1975:13-14).

The oldest known land grants in Loudoun County, dating from the early 1700s, were located in the eastern part of the county on the Potomac River, then the northern part of Stafford County. These were granted to Captain Daniel McCarty and John Pope in 1709. Daniel McCarty's land grant was located on both sides of the mouth of Sugarland Run in the northeastern corner of Loudoun County and was adjoined on the west side by John Pope's land grant located along the south side of the Potomac River waterfront (MacIntyre 1978:21). The southeastern part of Loudoun County consists of a small part of a 41,660 acre tract of land patented in 1724 by the Northern Neck proprietor, Robert "King" Carter of Lancaster County, for his sons and grandsons. Other early patents in eastern Loudoun County were to Hugh Thomlinson (1724), Major John Fitzhugh (1726), and in 1729 to Robert Carter, Jr., Frances and Elizabeth Barnes, and Abraham Barnes (MacIntyre 1978:21; Northern Neck Land Grants A:71-72).

Large parcels of the Northern Neck Land Grants in the eastern portion of Loudoun County were originally obtained by tidewater plantation owners for their growing families of sons. Initially, these tracts were seated by slaves and overseers to establish tobacco plantations that were later settled by the owners' sons and/or descendants. The western part of Loudoun County was initially settled during the second quarter of the 18th century by Germans, Irish, and English Quakers from the northern states. The settlers in this part of the county held smaller tracts of land than those in the eastern portion and had few or no slaves. Approximately 2,200 people lived within what was to become Loudoun County by 1749; the ethnic groups represented included descendants of the English, German and Scotch-Irish settlers and more than 600 slaves (History Matters

2004:11). The slaves included Creoles, those slaves who were born in the British colonies including Virginia) and those who were born in Africa, with western Africa being the most common point of origin (ibid).

Following several county divisions, Loudoun County was created by an Act of the Virginia Assembly from Cameron Parish in the western part of Fairfax County on May 2, 1757 (Hening 1819, Vol. VII:148-149). A survey of the dividing line between the two counties in 1757 began at the head of Difficult Run on the Potomac River and ran southwest to the head of Rocky Run on Bull Run. Parent counties of Loudoun County, derived from the Indian District of "Chickcoun" (Chicacoan) in 1645, were Northumberland County (1645-1651), Lancaster County (1651-1653), Westmoreland County (1653-1664) (Hening 1823, Vol. I:352-353; 381), Stafford County (1664-1732) (Hening 1823, Vol. II:239), Prince William County (1732-1742) (Hening 1820, Vol. IV:803), and Fairfax County (1742-1757) (Hening 1819, Vol. V:207-208). Loudoun County was named for John Campbell, 4th Earl of Loudoun, commander of British Forces in North America during the French and Indian Wars and Governor General of Virginia from 1756-1759 (Head 1908:109-110; Church and Reese 1965:23).

Leesburg, the Loudoun County seat, was established by an Act of the Virginia Assembly in September 1758 on 60 acres of land belonging to Nicholas Minor that adjoined the court house lot. In addition to Nicholas Minor, the property owner and an officer of the Loudoun County militia, Philip Ludwell Lee, Thomas Mason, Francis Lightfoot Lee, James Hamilton, Josiah Clapham, Aeneas Campbell, John Hugh, Francis Hague, and William West, "gentlemen," were appointed trustees for the town of Leesburg (Hening 1819, Vol. VII:235-236).

Although the early economic base of the county was tobacco, by the 1770s a shift from tobacco crops to the cultivation of wheat and the development of flour mills had begun. Factors contributing to this shift to a diversified agricultural base included the exhaustion of tobacco fields and increased English duties on tobacco at a time of drought and crop failures in Virginia. Coincidentally, there was increasing demand for American wheat in England as Britain began entering the industrial age. By the third quarter of the 18th century "...caravans of flour wagons...were already the life of tidewater trade" (Harrison 1987:401-405).

During the Revolutionary War, the majority of the Loudoun County residents were loyal to the Virginia colony. Committees were formed in the county to elect representatives to attend the general meetings in Williamsburg, for the militia draft, and for seeing that the needy families of their soldiers were provided for (Head 1908:127-137). Seven resolutions were passed when the committee met at the courthouse in Leesburg on June 14th "...to consider the most effectual method to preserve the rights and liberties of N. America, and relieve our brethren of Boston." In the seventh resolution passed, Thomas Mason and Francis Peyton were appointed to represent the county at a meeting to be held on August 1, 1774, at Williamsburg, Virginia, to discuss the resolves (Evans 1877/78: 231-236).

British subjects who held land and property in the Virginia colony were deemed to be enemy aliens and their lands and personal property in Virginia, including slaves, were ordered by the Virginia Legislature to be seized as Commonwealth property in 1777 (Hening 1822, Vol X:66-71). Heirs to the Fairfax family holding the Northern Neck were considered enemy aliens and subject to losing their land. "American citizens" in possession of leased Northern Neck lands at the time the Fairfax lands escheated obtained fee simple titles to the property by obtaining a certificate from the Governor of the Commonwealth, completing a Northern Neck Survey of the leased lands and paying a small fee.

Shipments of "State Arms" from Philadelphia for the militia of Loudoun County and the militia of the Northern Neck were kept in storage at Noland's Ferry, on the Potomac River in Loudoun County, by a Mr. Summers, "...an officer Stationed there to receive & Store them..." The Northern Neck militia was composed of men drafted from the counties of Loudoun, Fauquier, and Culpeper (Palmer 1881:223, 257, 308). In July of 1781, a report listing "State Arms" being shipped for the Virginia militia names the following stands of armament:

> "...in a return of the State Arms coming on from Philadelphia, 275 muskets and 104 bayonets are lodged at Fredericksburg, and 841 Muskets and 465 Bayonets at Fauquier Court House. This would make more than the number allowed by 116 -- At Noland's there are 920 muskets and 486 bayonets..." (Palmer 1881:258).

Head (1908:131) states that 1,746 men from Loudoun County were drafted into the Loudoun County militia in 1780 and 1781, contradicting the polls for Loudoun County in 1783 that enumerated 947 white males in the county over the age of 16 (Greene 1932:153), a portion of whom were Friends, or Quakers, who did not bear arms. The 1783 census also records that Loudoun County was the second largest slave holding county in the Commonwealth of Virginia, enumerating a total of 8,704 "blacks," most of whom were slaves, making the county second only to Amelia County, which had a population of 8,747 African-Americans. The 1790 census shows a total of 14,739 "free white males and females," 4,030 slaves, and 183 "other free persons" (Greene 1932:152. 153,155).

In 1787, the United States Constitution was ratified, a significant event for all of the colonists but particularly enslaved African Americans (History Matters 2004:11). Under this constitution, Congress could end the importation of slaves after, but not before, a 20 year period. On January 1, 1808, Congress ended the importation of slaves (ibid).

The Constitution also implemented the "three-fifths" clause which basically determined the method of allotting representatives to the U.S. House of Representatives (History Matters 2003:11). The method used was to count all free persons and three-fifths of the

slaves; this prevented the domination of states with large slave populations and fewer free persons by states with large free populations and relatively few numbers of slaves (ibid). The Constitution also prevented Congress from establishing a head tax on slaves, thereby providing a benefit to slave owners.

In 1800, Loudoun County's population was 20,523 persons of which 333 were free persons of color and 4,990 were enslaved; bringing the total African American population to about 25% (History Matters 2004:11). The expansion of western settlements spurred Loudoun's growth in the late 18th and 19th centuries, although some slowing was observed in the 1830s and 1840s (ibid).

Early means of transportation, particularly during the colonial period, depended upon the Potomac River and inland water ways. Two early roads in Loudoun County were the Little River Turnpike (Route 50), chartered by an Act of the Virginia Assembly in 1801 and opened in 1806 from Alexandria as far as the town of Aldie (Edwards et al. 1994:82; Montague 1971:117), and the Leesburg Turnpike (Route 7), incorporated by an Act of the Virginia Assembly in 1809. The Leesburg Turnpike ran from Alexandria to Dranesville in western Fairfax County in 1822 and was finally extended to reach Leesburg in the late 1830s (Poland 1976:115, 117-118).

A study of Loudoun County's geology, indigenous trees and plants, its villages and its agrarian society was published in 1836 by Joseph Martin in his book titled A New And Comprehensive Gazetteer of Virginia, And The District of Columbia (Martin 1836: 206-216). In naming the common stones found within the county he notes that: "Small pointed stones of different kinds of flints, and supposed to be Indian darts, are occasionally found" (Martin 1836:208,209). Staple articles of produce in Loudoun County were flour, wheat, pork and beef, and there were a few farm orchards supplying apples, peaches, cherries and plums. In addition to wheat, most of which was milled into flour, grain crops included rye, corn, oats, and buckwheat.

Commenting on the ethnic residents in the county, Martin found:

> "A very considerable contrast is observable in the manners of the inhabitants in different sections of the county. That part of it lying northwest of Waterford was originally settled principally by Germans, and is now called the German settlement, and the middle of the county southwest of Waterford and west of Leesburg, was mostly settled by emigrants from the middle States, many of whom were members of the society of Friends. In these two sections the farms are generally from one to three hundred acres each and are mostly cultivated by free labor. In the southern and eastern parts of the county the farms are many of them much larger and principally cultivated by slave labor."

Slave owners in Loudoun County in 1833 paid taxes on 3,021 slaves, the majority of whom were located within the eastern and southern portions of Loudoun County (Martin 1836:210). The 19th century, up until the Civil War, saw significant migration of

enslaved African Americans out of the county because of Loudoun County's domestic slave trade (History Matters 2004:12). Over 1,000 slaves were sold out of Loudoun County between 1800 and 1810, and approximately 1,300 slaves were sold out of the county between 1850 and 1860 (ibid). Ninety per cent of the slaves worked in the field, cultivating and harvesting crops as well as establishing and maintaining all of the plantation lands (ibid:12-13).

Early in the antebellum period, free persons of color had formed communities within the towns of Leesburg, Middleburg, Hamilton, Snickersville/Bluemont, Waterford, Lovettsville and Hillsboro (History Matters 2004:13). However, hostility towards all African Americans accelerated in the wake of the Nat Turner rebellion, and in 1831, Virginia passed a number of laws restricting the rights of free African Americans. These included barring African Americans from owning weapons, restriction of business, restriction of free movement and prohibiting them from learning to read or attend school (ibid

In the mid-1830s, the major towns of Loudoun County with populations of over 100 were: Hillsborough, on the public road from Harpers Ferry to Leesburg, with a population of 172; Leesburg, the county seat, with 500 dwellings and a population of 1,700; Middleburg, on Goose Creek and surrounded by 18 flour mills, with a population of 430; Upperville, in the southwestern part of Loudoun County near the Fauquier County Line, with a population of 300; and Waterford, a settlement in the northern part of the county, with a population of about 400. Other small settlements currently still in existence are: Aldie, at the junction of Snicker's Gap Turnpike and Little River Turnpike; Arcola, on the main stage road from Alexandria to Winchester; and Lovettsville, a German neighborhood about seven miles south of Harpers Ferry. The town of Purcellville was the site of Purcell's Store and was listed as a post office (Martin 1836:215, 216). Approximately 16 small villages and post offices located throughout Loudoun County and at the ferry crossings in 1835/36 are no longer in existence (Martin 1836:210-216).

Between 1830 and 1840, Loudoun County experienced a decline in its population, dropping from 21,939 individuals in 1830 to 20,431 in 1840, or 6.9% (Deck and Heaton 1926:62; Head 1908:85). This population fluctuation appeared again later in the 1800's as well and reflects a phenomena typical of agricultural areas in which partial or total crop failure leads to an out-migration of portions of the population to large cities or other parts of the country (Head 1908:86)

Edge notes on Taylor's 1853 map state that there were 77 water powered mills in the county at that time, including merchant mills, grist mills, and saw mills. The most notable was Carter's Mill on Goose Creek and N. Walker's mill at Waterford. No structures or dwellings are shown within the current project area on this map, but Route 50 (John Mosby Highway) and Gum Spring Road both appear on the map (Exhibit 4). Present-day Hiddenwood Lane, which runs along the northern Glascock property border, also appears on Taylor's map.

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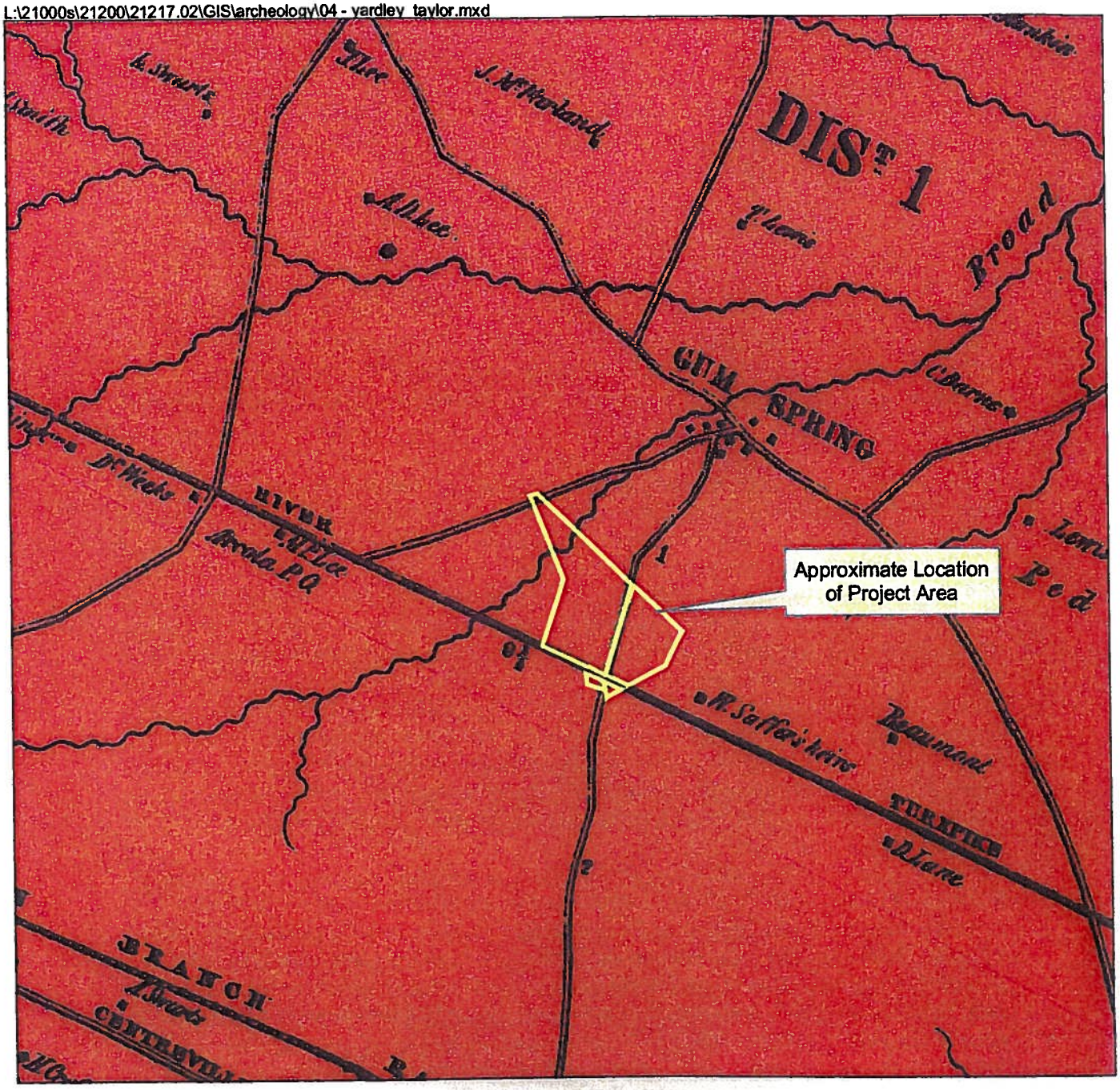

1853 Yardley Taylor Map
Loudoun County, Virginia
Glascock Property
WSSI #21217.02
Scale: 1" = ½ Mile

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Map Source: "Map of Loudoun County, Virginia from actual surveys by Yardley Taylor, 1853". Original Scale: 1" = 1 mile

Thunderbird Archeology
A division of Wetland Studies and Solutions, Inc.

Exhibit 4

A canal route from the mouth of Goose Creek on the Potomac River to the branches of Little River and Beaver Dam was surveyed in 1832 (Little River Navigation Company 1832). A second canal proposal to build lock and dam navigation for canal boats along Goose Creek was chartered by an Act of the Virginia Assembly in 1832, and a survey was carried out for the canal route in the same year. The purpose of the canal was to open navigation for 20 miles down Goose Creek from the Potomac River to the Snickers Gap Turnpike and to establish a five mile long canal up Little River to the town of Aldie.

Enough stocks in the Goose Creek and Little River Navigation Company, at $50.00 a share, were sold by 1839 to hold a stockholder's meeting. A contract was let in 1840 to James Roach of Alexandria for the first 12 miles of the canal. A financial statement of the Goose Creek and Little River Navigation Company for the year ending September 30, 1852, shows that 784 shares had been subscribed by individuals ($39,200.00) and 1,176 shares by the State of Virginia ($58,800.00). Expenses and disbursements from 1849 to 1852 totaled $75,552.46.

By the end of 1851, Goose Creek was open for the first seven miles, running through two canals, two guard gates, four dams and six locks. The canal was completed in 1854 to the mouth of Little River through a series of 99 locks (Trout 1967:31). The Goose Creek Canal survey shows eight mill sites operating at that time along Goose Creek.

The primary cause of the failure of the Goose Creek and Little River Navigation Company has been attributed to the industrial age advance into railroad systems. By 1854, the Company was financially broke, showing a balance of $1.95 on the account books. The company was dissolved in 1857 (Library of Virginia 1839-1857; Trout 1967:31-34).

The Alexandria, Loudoun and Hampshire Railroad, the first railroad system through Loudoun County, was chartered in circa 1853 (Salmon 1996:15, 47). Construction on the railroad line began in Alexandria in 1857 and reached Leesburg in 1860 (Geddes 1967:27). The Alexandria, Loudoun and Hampshire Railroad was renamed the Washington and Ohio Railroad circa 1873 and became the Washington, Ohio and Western Railroad in 1884 (Commonwealth of Virginia 1873:105; 1877:39; 1884:491).

The pre-Civil War population of Loudoun County was enumerated in 1860 at a total of 21,774 persons, including 5,501 slaves and 1,252 "free colored" persons. Slaves were owned at that time by 670 slave holders (Head 1908:85), indicating an average of eight slaves per household.

On the night of December 26, 1860, Major Robert Anderson moved his troops from Fort Moultrie to Fort Sumter in the harbor of Charleston, South Carolina. Subsequently, on April 15, 1861, President Lincoln sent a reinforcement fleet of war vessels from New York to Fort Sumter to suppress the rebellion in the southern states. Two days later, the Commonwealth of Virginia seceded from the Union, adopting the Virginia Ordinance of Secession on April 17, 1861, and forming a provisional Confederate government (Gallagher 1989:29; Boatner 1991:729; Church and Reese 1965:134). The State formally

seceded from the Union on May 23, 1861, by a vote of 97,000 to 32,000 (Bowman 1985:51, 55), with Loudoun County voting 1,626 to 726 to ratify the Ordinance of Secession (Hillsboro Bicentennial Committee 1976:21).

Located 25 miles from Washington, D. C., Loudoun County became a border county of divided loyalties during the Civil War years of 1861-1865. The southern and eastern parts of Loudoun County, settled by English colonials who farmed using slave labor, were loyal, for the most part, to the Confederacy. The northern and western parts of Loudoun County, settled by Quakers and Germans, although a minority, remained loyal to the Union.

Between 1863 and 1865, the southeastern part of Loudoun County was known as "Mosby's Confederacy" and was controlled by Mosby's Rangers who fought throughout the war using unconventional guerrilla warfare tactics. There were 46 skirmishes during the Civil War in the county, including the Battle of Ball's Bluff on October 21, 1861, and excluding less known skirmishes with Mosby's Rangers (Poland 1976:183, 191-192, 209).

The Battle of Balls Bluff, also known as the Battle of Harrison's Landing or the Battle of Leesburg, occurred on October 21, 1861; it centered around the Union Army's attempt to capture Leesburg by crossing the Potomac at Harrison's Landing. The Union attempt was thwarted by Confederate forces with an overwhelming number of Union casualties (921) compared to the number of Confederate losses (149). The conduct of the troops during the battle had strong political ramifications that led to the establishment of the Congressional Joint Committee on the Conduct of the War. The National Cemetery at Balls Bluff was established in 1865 for the burial of the Union soldiers who died in the battle. The Balls Bluff Battlefield and National Cemetery have been designated a National Historic Landmark.

McDowell's 1862 *Map of Northeastern Virginia and the Vicinity of Washington* shows no structures or dwellings within the current Glascock Property, but the John Mosby Highway, Gum Spring Road, and Hiddenwood Lane are all depicted (Exhibit 5).

In 1863, Abraham Lincoln issued the Emancipation Proclamation which stated that all enslaved persons in Confederate territory to be free, and in 1865, Congress passed the 13th Amendment which banned slavery (History Matters 2004:15). However, with the abolition of slavery, Loudoun County saw a drop in the African American population from 6,753 in 1860 to 5,691 in 1870 (ibid).

Federal troops were stationed throughout Virginia, including Loudoun County, during the Reconstruction period, and in 1866, the 14th Amendment to the U.S. Constitution was passed, guaranteeing due process and equal protection under the law to all citizens and granting citizenship to African Americans (History Matters 2004:15). By 1869 the 15th Amendment was passed, giving African American men the right to vote, and the same year Virginia became the only former Confederate state to do this (ibid).

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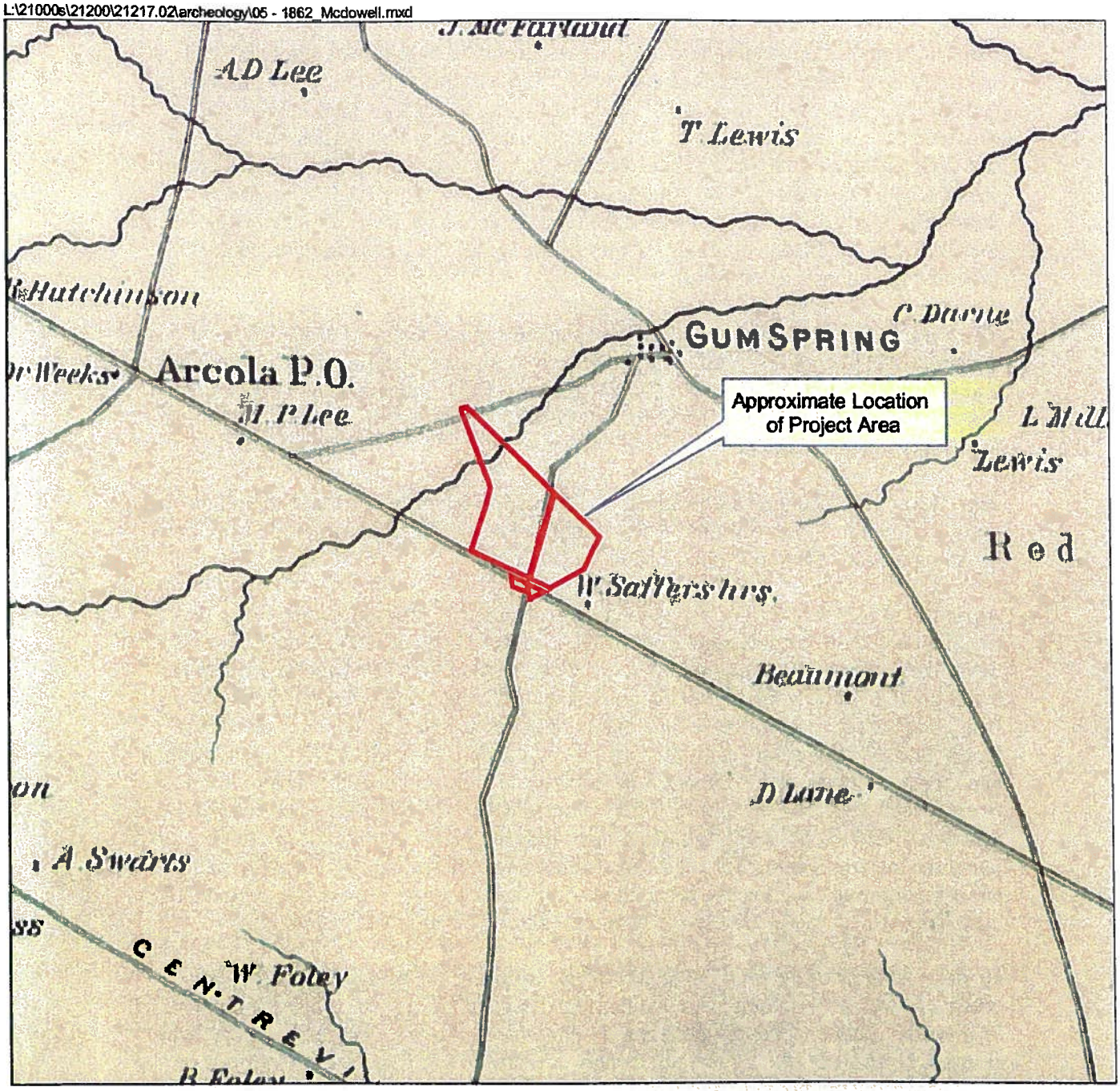

1862 McDowell Map
Northeast Virginia and Vicinity of Washington D.C.
Glascock Property
WSSI #21217.02
Scale: 1" = ½ mile

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Map Source: Map of N. Eastern Virginia and Vicinity of Washington. Compiled by General Irvin Mc Dowell, January 1862. United States. Corps of Topographical Engineers". Original Scale: 1" = 1 mile.

Thunderbird Archeology
A division of Wetland Studies and Solutions, Inc.

Exhibit 5

The Underwood Convention held in Richmond from December 1867 through April 1868 led to the new Virginia Constitution of 1869. The Virginia Constitution, ratified on July 6, 1868, provided for the division of each county into townships (later magisterial districts) and for the development of a revolutionary educational system. In 1871-1872 the Virginia state Public Free School system was adopted. At this time, there were 46 white schools and nine African American schools in the county (History Matters 2004:36). Many of the African American schools were built because of the efforts of the local African American communities who petitioned and acquired the land, money and labor for their construction (ibid).

The Virginia Constitution also disenfranchised all southerners who had served in a civil capacity or in the military, and required an oath by anyone seeking public office (Church and Reese 1965:134; Woods 1901:24, 25, 119). In 1874 Loudoun County was divided into six magisterial districts: Broad Run, Jefferson, Leesburg, Lovettsville, Mercer, and the Mount Gilead District.

The Alexandria, Loudoun and Hampshire Railroad, reorganized as the Washington and Ohio Railroad in 1864, went into receivership and was reorganized after the war as the Washington and Western Railroad (Geddes 1967:27).

Agricultural recovery during the period of Reconstruction was supplemented by the repair and upkeep of roads and bridges. The Leesburg and Aldie Turnpike (Little River Turnpike or Route 50) was reported to the Virginia Assembly in March of 1873 to be "well graded." The company was authorized at that time to apply capital stock to the "metaling" of the road and to change the route of the turnpike to "south of the Goose Creek Bridge" (Commonwealth of Virginia 1873:249). On April 1, 1873, the Leesburg and Goose Creek Bridge Company was incorporated and authorized to erect toll bridges over Goose Creek from its mouth at the Potomac River to Ball's Mill. The company was also authorized to charge the following tolls: for each horse, mare, mule, gelding, jack, or jenny the toll was 3 cents; for each vehicle drawn by one animal, 10 cents; for each animal exceeding one, 3 cents; for each head of sheep, swine or goats, 1/4 cent; and for each head of neat cattle, 1/2 cent (Commonwealth of Virginia 1873:328-329).

Having lost most of the grist mills, mill dams, railroads, and bridges throughout the county, as well as farm buildings and houses, livestock, fences and crops during the Civil War years, Loudoun County planters were left with land but no laborers, money, farm animals, or farming tools. Loudoun County agriculture had a successful recovery during post-war reconstruction and was listed in the 1880 U. S. Census as the leading county in Virginia in the "...production of corn, butter, eggs, wool, numbers of milch cows and sheep, and second only to Fauquier County in the number of stock cattle" (Head 1908:88). The Loudoun County Live Stock Exhibition Association, incorporated on March 7, 1884, was formed for the "...purpose of holding annual exhibitions of live stock, racing, and other entertainment's" (Commonwealth of Virginia 1884:409-410).

The first telephone system in Loudoun County was introduced by the Loudoun County Telephone Company, incorporated on February 5, 1886. During the spring of 1887, additional telephone lines connected the major towns in Loudoun County. Three of the telephone companies authorized to extend lines between towns in Loudoun County were the North Loudoun Telephone Company, incorporated with a principal office at Hillsboro; the Arcola and Aldie Telephone Company, authorized on April 28, 1887, to erect and maintain telephone lines and offices in the counties of Loudoun and Fairfax; and the Aldie and Leesburg Telephone Company, incorporated on May 12, 1887 (Commonwealth of Virginia 1886:62-63; 1887:31, 109, 280).

The 1900 U.S. Population census showed a small population growth of less than 200 persons in Loudoun County from 21,774 in 1860 to 21,948 in 1900. By ethnic group, the 1900 census showed 16,079 whites, 5,869 blacks, and 101 foreigners. By ethnic comparison, there was a population increase of 1,058 whites between 1860 and 1900, and a decrease of 84 African-Americans during this period (Head 1908: 84, 85).

Although the 15th Amendment to the U.S. Constitution had guaranteed the right of African American men to vote and the Virginia State Constitution of 1869 had affirmed this same right, in 1902, African Americans lost these rights (History Matters 2004:15). In Loudoun County, African Americans made up approximately 10% of the population at this time. The Virginia Constitution of 1902 limited the right to vote to war veterans, their sons; and to property owners who paid at least one dollar in property taxes or who could reasonably explain part of the new constitution (ibid:15-16). The new constitution also required potential voters to complete registration applications in their own handwriting and answer any and all questions from local registrars about their voting qualifications and it imposed a poll tax on voters (ibid:16). As a result, men who could not pay the poll tax, men who were illiterate and men who could not "correctly" answer the local registrar's questions, could not vote. By these measures, by 1904, Virginia's voters were cut in half and African American voters were reduced from around 147,000 to less than 10,000 (ibid). This would not change until the 1960s.

Having recovered from the Civil War by 1900, Loudoun County had become the leading dairy county of Virginia. At the turn of the century, Loudoun County farmers were using agricultural farming methods and equipment that had been developed prior to the Civil War; this continued until the advent of World War I. General impacts on the agricultural community following the War were the introduction of powered machinery and an increase in prices of farm products and cattle; these were offset by rising taxes and expenses. By the early 1920s, 81% of farmlands within the county were improved; major agricultural products were corn, wheat, dairy products, and the shipping of beef and pork (Deck and Heaton 1926:106).

Land ownership and a focus on agriculture by former African American slaves in Virginia grew rapidly in the late 19th and early 20th century (History Matters 2004:44). Between 1870 and 1910, African American farm ownership increased 3,641% from 860 to 32,168 farm owners. This rise is felt by historians to derive from a number of factors including a tradition of African American proprietorship in the state, greater opportunities

for mortgage money, the establishment of a variety of race based mutual aid societies, the promotion of enterprise and self sufficiency by institutions such as Virginia's Hampton Institute and the efforts of prominent African American Virginians (ibid).

Although land ownership grew, the African Americans in Virginia and in Loudoun County felt disenfranchised after the passage of the 1902 Virginia Constitution. This precipitated the formation of social, religious and economic support groups which would assuage the bitterness of segregation and disenfranchisement. It also accelerated a fight for civil rights which would not end for over 50 years. In 1883, a number of individuals from African American communities within Loudoun County petitioned for the right to serve as jurors in the county courts (History Matters 2004:16). In 1890, the Loudoun County Emancipation Association was formed in Hamilton. The association was formed to work for the "betterment of the race – educationally, morally and materially" and Emancipation Day was celebrated yearly on September 2 (ibid). In 1910, the association moved to Purcellville where it purchased 10 acres of land on which Emancipation Day activities were held. Other organizations formed during this period were the Odd Fellows, the Willing Workers Club and the Society of Galilean Fisherman.

In 1920, Loudoun County was described as a rural county with 10 incorporated towns, but having no towns with a population of 2,500 or more.

> "According to the Census for 1920 Loudoun County...ranked first in the percentage of Farm land improved; 2nd in the per Capita value of live stock... 3rd in the per capita county wealth ; 4th in total value of all farm property ...and 9th in total value of all crops. Loudoun's rank in these items seems to be particularly good when we consider that the county ranks 19th in size....New developments in agriculture have been widespread in Loudoun in recent years. It has become the rule for farm boys to receive a college education. These men have been instrumental in the installing of improved farm machinery throughout the county. Our farmers have taken a real interest in the raising of pure bred stock. The breeders of horses and cattle have been foremost in this movement..." (Deck and Heaton 1926:106).

The 1920 census shows 15,654 native whites, 4,810 African-Americans, and 111 "foreign-born" persons residing in the county. This shows a population decrease of 7.4% over a period of twenty years (Deck and Heaton 1926:62, 63).

The 1925 Post Office Map of Rural Delivery Routes shows the John Mosby Highway, Gum Spring Road, and Hiddenwood Lane running in their present locations, in addition to two structures on the project area on the east side of Gum Spring Road (Exhibit 6). The structure shown at the intersection of Routes 50 and 659 may represent the gas station that was referred to as Structure 1 during this investigation.

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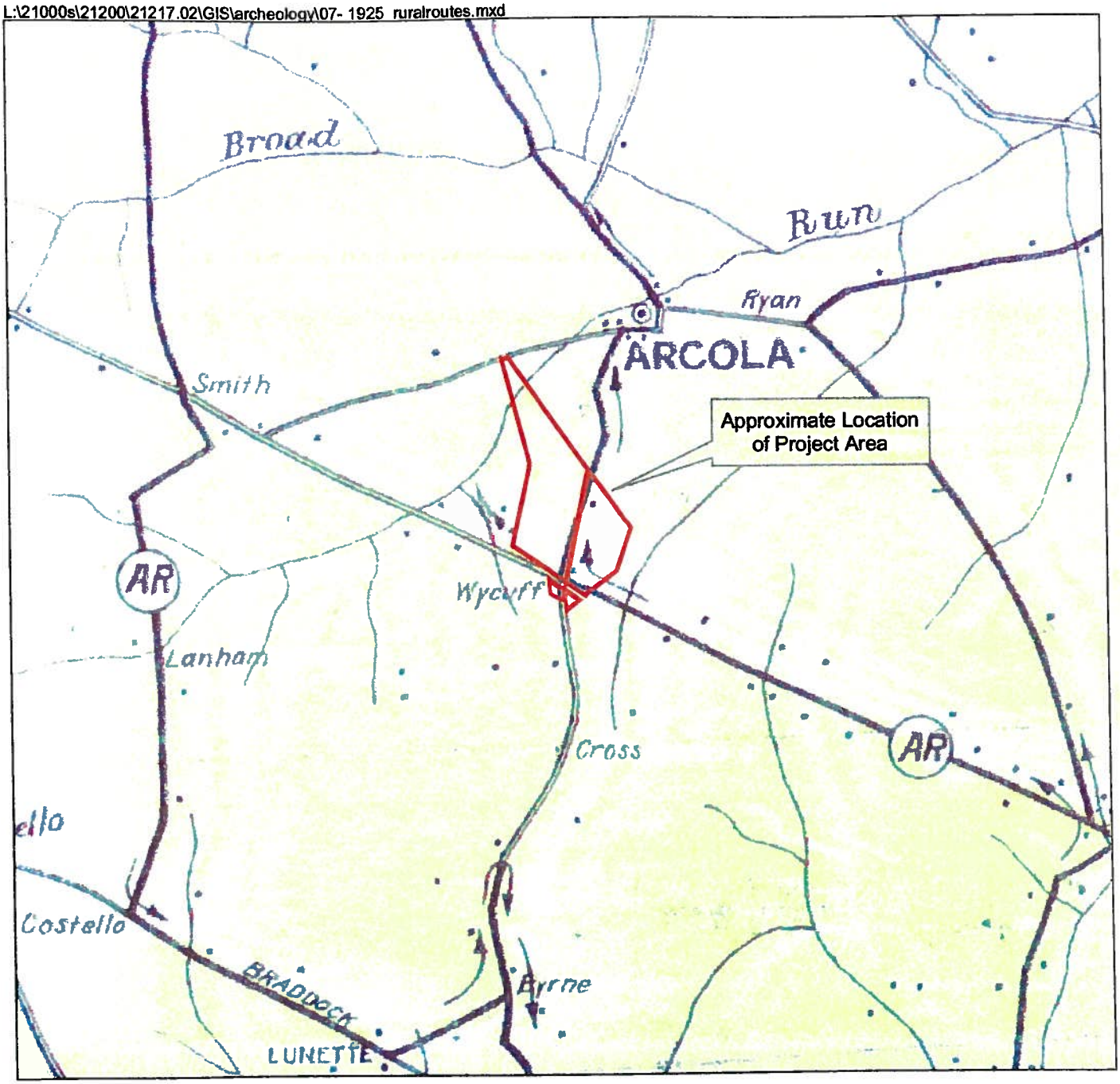

1925 United States Post Office Rural Delivery Routes Map
Loudoun County, Virginia
Glascock Property
WSSI #21217.02
Scale: 1" = ½ mile

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Map Source: "Rural Delivery Routes - Loudoun County, Virginia. Post Office Department, Division of Topography, 1925." Library of Congress Geography and Map Division Washington D.C. Original Scale: 1" = 1 mile.

The crash of the stock market in 1929 leading to the Great Depression of the 1930s, the extreme drought of 1930, and the subsequent government requests that cultivated acres be reduced 30%, saw hundreds of properties within the county being sold for delinquent real estate taxes in 1931 and 1932. The major relief during the depression years was the creation of the Rural Electrification Administration (R.E.A.) in 1935, which revolutionized rural life by introducing electricity and indoor plumbing (Poland 1976:279, 317, 319, 326, 327, 334).

Although slowed by the Depression, Loudoun County's African American communities continued to grow (History Matters 2004:46). A number of commercial enterprises owned and operate by African Americans grew into significant local institutions during this period.

In the early 1940s, efforts by African Americans succeeded in obtaining better public education and improved public facilities for African American children (History Matters 2004:53). One of the major achievements of this group was the construction in 1941 of the Douglass High School in Leesburg, the first high school for African Americans in the county (ibid:53-54). Two additional schools, the 1946 Carver School in Purcellville and the 1948 Banneker School in St. Louis followed (ibid:54). Ultimately the schools were integrated.

By the time of World War II in Europe, despite shortages in labor and farm equipment, Loudoun County's farm production and income had grown. The subsequent postwar years of mechanization saw more specialized farming with dairying, poultry and beef cattle leading the list of major agricultural pursuits; commuting increased significantly as well. By 1960, Loudoun County's life style was becoming increasingly urban (Poland 1976:336-337, 341, 342), a trend that continues into current times. By 1970 the new suburbanites tended to find housing in planned communities in the major incorporated towns in Loudoun County and commuted into the Washington, D.C., area to work (ibid:341, 342, 365).

The U.S.G.S. 1943 Arcola quadrangle shows one structure on the northwest, northeast, and southwest corners of the Route 50/659 intersection (Exhibit 7). These may be related to Glascock Landing Field, not shown on the 1943 quad, but appearing by the 1968 quad (Exhibit 8). The large pond located in the southeastern portion of the current project area is also shown on this map. The 1968 Arcola quad, revised in 1978 (Exhibit 9), and the 1977 photo quad maps (Exhibit 10) show an additional four structures north of the pond, probably representing the present dog kennel, outbuildings, and associated house.

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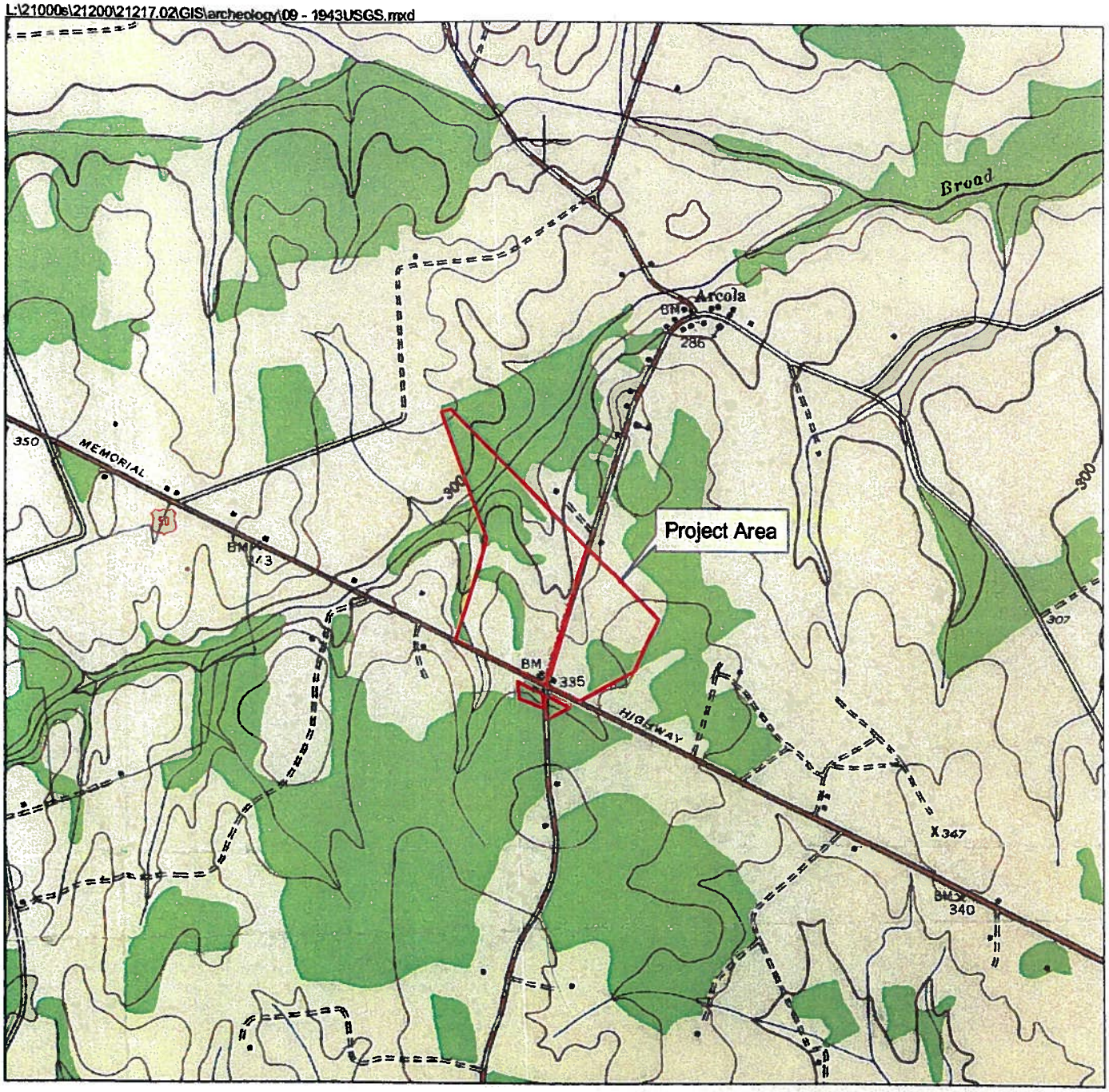
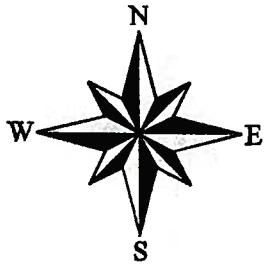


USGS Quad Map
Arcola, VA 1943
Glascock Property
WSSI #21217.02
Scale: 1" = 2000'



Thunderbird Archeology
A division of Wetland Studies and Solutions, Inc.

Exhibit 7

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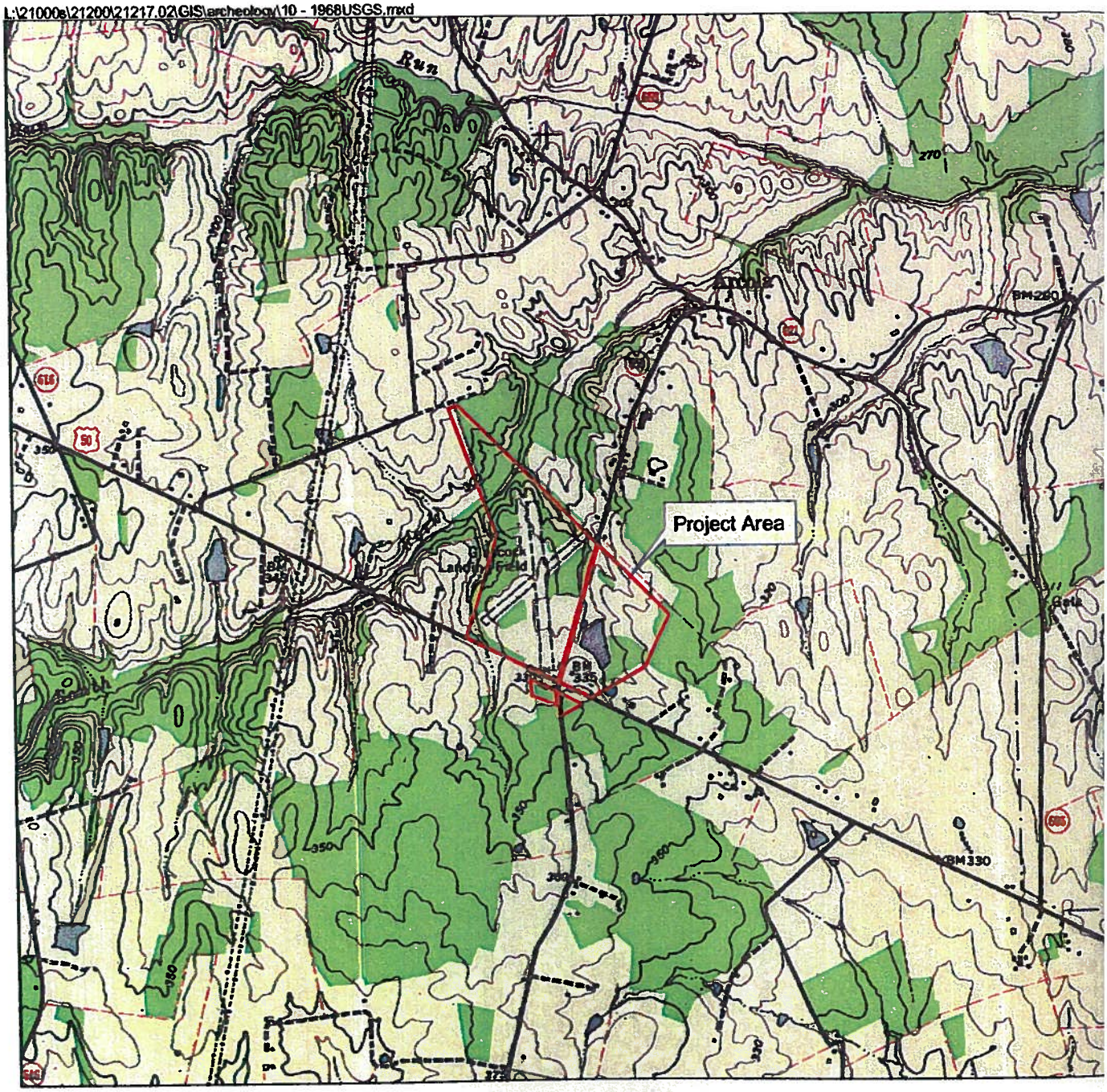

USGS Quad Map
Arcola, VA 1968
Glascock Property
WSSI #21217.02
Scale: 1" = 2000'

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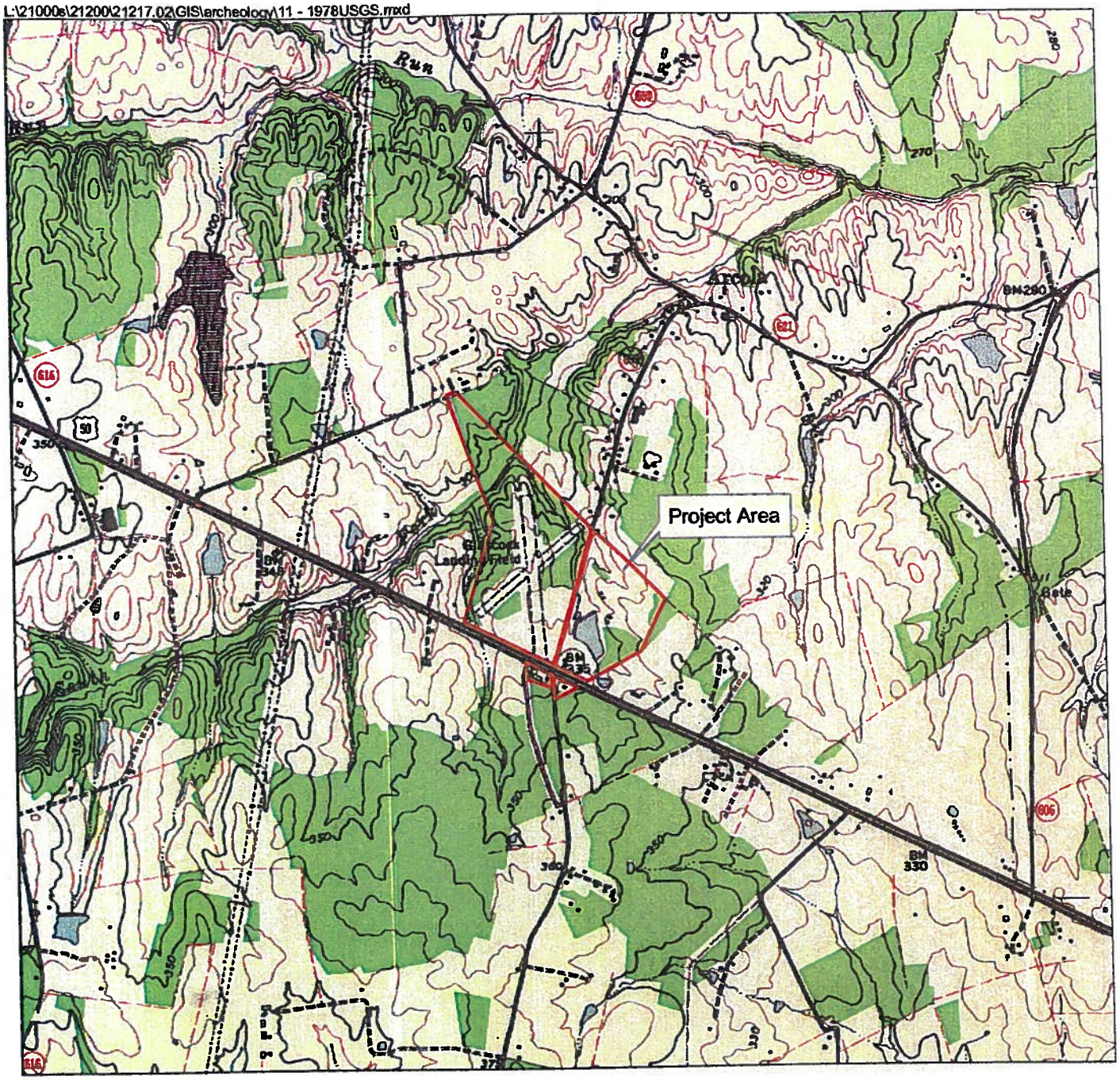
Thunderbird Archeology
A division of Wetland Studies and Solutions, Inc.

Exhibit

L:\21000s\21200\21217.02\GIS\archeology\11 - 1978USGS.mxd



USGS Quad Map
Arcola, VA 1968 (revised 1978)
Glascock Property
WSSI #21217.02
Scale: 1" = 2000'

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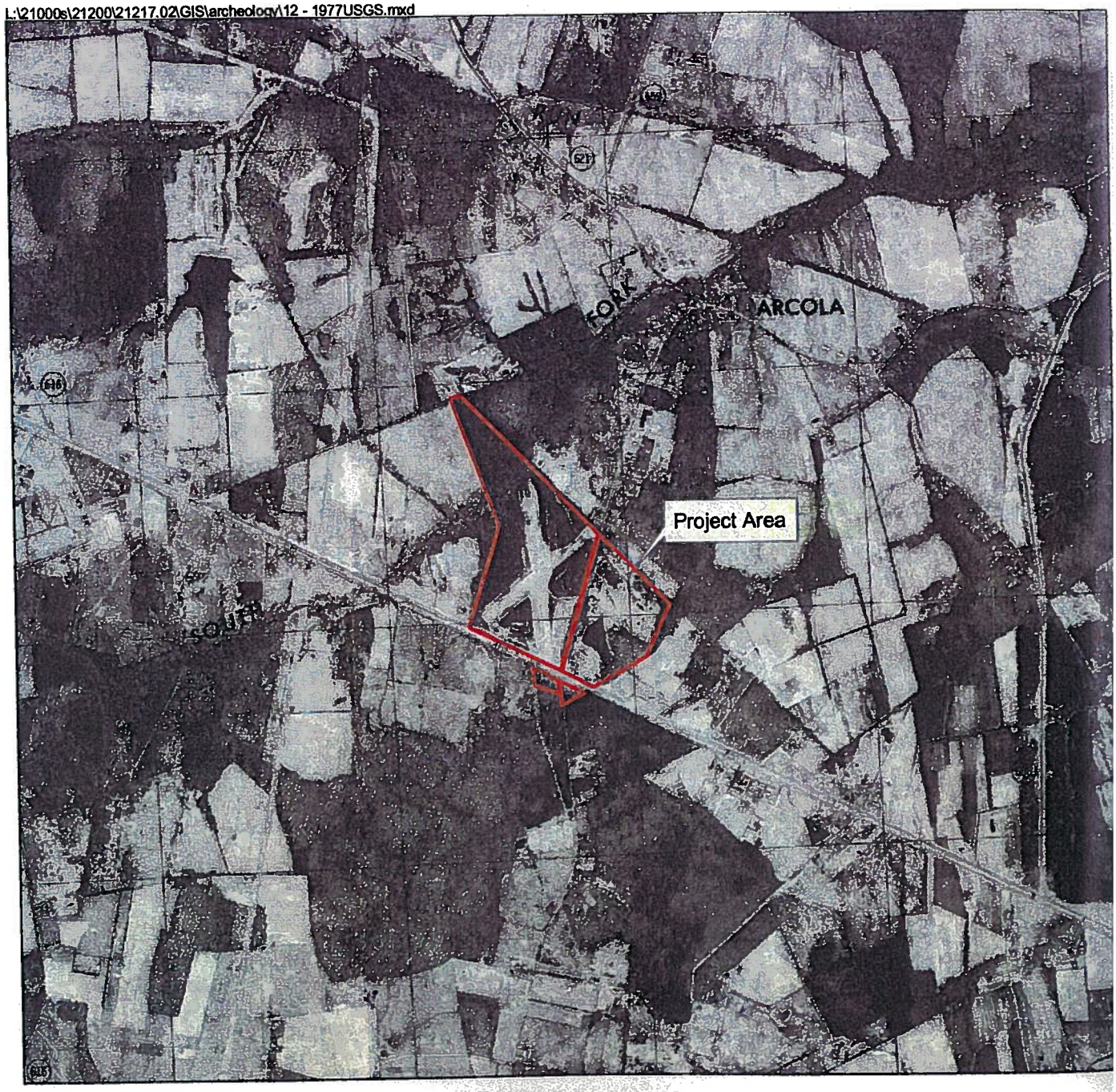
Thunderbird Archeology
A division of Wetland Studies and Solutions, Inc.

Exhibit 9

L:\21000s\21200\21217.02\GIS\archeology\12 - 1977USGS.mxd



USGS Photo Quad Map
Arcola, VA 1977
Glascock Property
WSSI #21217.02
Scale: 1" = 2000'

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Thunderbird Archeology
A division of Wetland Studies and Solutions, Inc.

Exhibit

History of Arcola

Gum Spring (known today as the town of Arcola) is one of the oldest settlements in Loudoun County. Gum Spring was established in about 1740 (Martin 1836:210-211; Virginia State Department of Historic Resources file 53-518). The first building in Gum Spring was the Gum Spring Anglican Church, which was probably a log cabin (Scheel 1976). Although traces of the church were visible in 1854, by 1882 no evidence of the church remained (Scheel 2002:5).

In addition to the church, a distillery and a pot house are reported to have been extant at this time (Scheel 2002:4). The pot house was located 500 feet east of the village and, in 1796, it was known as a bake house that Matthew Franklin Bowne and Company had built (ibid.). At about the same period, the earliest water mill in Loudoun County was built by Amos Janney at Waterford (Marsh 1958:21).

According to church records, services were being held at the Gum Spring church as early as 1776 (Scheel 2002:5). The Reverend Amos Thompson, founder of the Catoctin Presbyterian Church in 1764, was the pastor. During its early years, the Gum Spring church functioned as a "free church" meaning that all Christian denominations were welcome (ibid:6). The Methodists used the church two Sundays a month with the remaining denominations using it the other two Sundays. What is now the Arcola Methodist Church is reported to have been built in the 1850s on the site of the former Gum Springs Church (ibid.).

A post office, then called Springfield, was located in Gum Springs from 1801 to 1819, likely to service the bake house and the distillery (Scheel 2002:6).

Once the Little River Turnpike (today Route 50), which was established in 1801 and extended as far as Aldie in 1806, became widely used, the new Arcola post office was established and was used from 1832 until 1868 (Scheel 2002:7). The Arcola post office was located in a log and stucco house that was still standing in 2002. The house was located on Matthew Lee's Arcola Farm from which the post office derived its name. Springfield and Gum Spring could no longer be used as, by 1832, there were other post offices in the state with these names (ibid.).

Gum Spring was described in 1836 by Martin as:

> "...a small village containing 8 dwelling houses, 2 mercantile stores, 1 tanyard, 1 blacksmith shop and a distillery. Population 20. This section of [the] county is thickly settled, though the land is generally poor" (Martin 1836:210).

In the 1850s, 40% of Arcola's population was African American and almost all of these individuals were enslaved (Scheel 2002:7). In 1857/1858, railroad gangs camped at Arcola Post Office while working on the Loudoun portion of the Manassas Gap Railroad

(Scheel 1976). Although initially designed to connect Harper's Ferry with Centreville, the railroad was never completed because of the failure of the Virginia Assembly to provide funds and the onset of the Civil War. Some sources indicate that the rails were laid to this point but were removed by the Confederates in 1861 (Scheel 2002:7).

On May 23, 1861, the voters in the Gum Spring/Arcola voting district overwhelmingly supported secession, with a vote of 135-5 (Scheel 2002:8). Matthew Lee served as postmaster until 1865 when, because of his secessionist leanings, he was replaced (ibid). The post office, however, remained at his house until 1868 when the Arcola Methodist church asked that it be moved to the village.

In the 1870s and 1880s, the Arcola businesses included the L.F. Palmer store, which sold general merchandise and which was located on what is now the site of Pangle's Store (Scheel 2002:8). A second store, operated by Philip F. Van Sickler, was also present; however, the location of this store is unknown. By 1884, Jefferson Davis Lambert was operating a store that competed with the Palmer establishment. The Palmer store operated until the early 20th century when Palmer moved his business to Pleasant Valley (ibid:9). At this time, the Palmer store was taken over by George Shryock and then Charles Maffett (in 1905). Under the operation of Mr. Maffett, the store carried hardware and furniture and it operated as a post office from 1909 until 1915 (ibid:9-10). A coach and wagon maker called Lemuel O'Bannon had a shop east of Arcola Church.

A public school was erected in Arcola in 1880 and closed in 1908 (Scheel 2002:11). A new store operated by C.W. Barton and J.W. Pearson was located in the former school and offered competition to the Palmer store. Charles Whaley took over from Barton and Pearson, and Arch Mankin ran the store in the 1910s until 1935, when it became a casualty of the Depression (ibid:9). A second school, located on Evergreen Mills Road, was built in 1910 and educated local children until 1939 (ibid:11). The last substantial building erected in Arcola was a brick school, which was used from 1939-1975. It now operates as a community center (ibid).

A gasoline powered mill began operating in the 1890s as well. The mill was run by Will Bryne, a blacksmith, and his brother, Litt, who was a master mechanic and a millwright (Scheel 2002:8). They also ran the wheelwright and blacksmith shop by the mill, which had formerly been run by Curtis Ambler (ibid:8-9). Early in the 20th century, the shop was moved; it closed in the late 1920s, and the mill closed in 1938 (ibid:9). A second blacksmith shop, owned by Murry D. Philips, operated from 1900 until 1945. A second mill, west of Pangle's Store, was built by Virgil Walker and operated from 1917 until 1925, when it was sold to Jay C. Shockley who ran it until 1955 (Scheel 2002:9).

Pangle's Store, which still operates today, began in 1921 when it was operated by Charlie Whaley (Scheel 2002:10). Whaley was succeeded by Leslie Pangle, who still owns the establishment. A post office was contained within Pangle's Store from 1923-1946.

The population of Arcola was 30 people in 1876 but, by 1911 it had grown to 90 people (Scheel 2002:11). In 1976, the population was 135, indicating substantially less population growth later in the 20th century.

Glascock Airfield

Glascock Airfield was the first airfield to be built in Loudoun County and the last close-in operational private airfield in the Northern Virginia metropolitan area. Fulfilling a childhood dream, Delmas Glascock purchased the first 22.6-acre parcel for his planned airfield in 1941 and began preliminary work on the landing strip (Junkermann 1997:1). The advent of World War II halted this construction until 1946 when Glascock bought the adjacent 36-acre parcel and completed the principal landing strip (runway 18-36). In June of 1946 he applied for an airport license, which was issued for Glascock Airport the following month. Later Glascock constructed a cross runway (runway 6-24), which was used for a number of years until it fell into disuse (ibid:2).

By the late 1940's and into the 1950's, however, the field was a local attraction. Glascock and other pilots began to fly passengers over their farms and give flying lessons for a small fee. When business was slow they performed flying acrobatics to attract crowds, and the shoulder of Route 50 became a parking lot for their audience. At this time, 12-15 aircraft were based at the airfield. A small store was located across Route 50 that was also owned by the Glascock family and was related to the landing field (Freeman 2004). According to information posted on the Internet, a dancing bear was chained in front of this store to also attract crowds (http://www.behelp.com/route50/places/glascock.htm).

The number of aircraft using the field varied over time. During the 1980's a number of ultra-lights were based at the field, but increased air traffic and air space control at Dulles Airport, located only two miles to the east, forced them to relocate. By the late 1980's, the airfield mostly fell out of use,. The Glascock Airfield is still maintained by the Glascock family, and at the time of this investigation, only one small airplane is based there (Freeman 2004).

PREVIOUS ARCHEOLOGICAL RESEARCH

No previously recorded archeological sites were found within the project area. Fifteen archeological sites and fourteen architectural resources have been recorded within the one-mile radius of the project (Tables 1 and 2).

TABLE 1

PREVIOUSLY RECORDED ARCHEOLOGICAL SITES WITHIN A 1-MILE RADIUS OF THE PROJECT AREA

SITE NUMBER	SITE TYPE	TEMPORAL PERIOD	
44LD0175	Domestic	Prehistoric/Unknown	Camp, temporary
44LD0183	Domestic	Prehistoric/Unknown	Camp, temporary
44LD0718	Domestic	20th Century: 1st half	Dwelling, single
44LD0719	Domestic	18th Century: 4th quarter, 19th Century: 1st quarter	Dwelling, single
44LD0720	Domestic	20th Century: 1st half	Trash scatter
44LD0721	Domestic	20th Century	Trash scatter
44LD0722	Domestic	20th Century	Dwelling, single
44LD0723	Domestic	null	Trash scatter
44LD0725	Domestic	20th Century	Farmstead
44LD0726	Domestic	null	Trash scatter
44LD0893	Domestic	20th Century: 2nd half	Trash scatter
44LD1075	Domestic	19th Century: 4th quarter, 20th Century	Farmstead
44LD1156	Domestic, Settlement Patterns	20th Century, Early/Middle Woodland, Middle Archaic	Camp, temporary, Trash scatter
44LD1157	Settlement Patterns	Prehistoric/Unknown	Lithic scatter
44LD1158	Domestic	18th Century, 19th Century: 1st half	Dwelling, single

Three prehistoric sites are within a mile of the area under investigation. Sites 44LD175, 44LD183, and 44LD1157 all consist of scatters of nondiagnostic prehistoric artifacts recorded on the basis of surface observations within a plowed field.

There are ten historic sites recorded within a mile of the property.

Site 44LD1158 is the remains of an 18th - 19th century dwelling. The investigations of the site resulted in the recovery of an assemblage of artifacts associated with a domestic site that was most likely occupied by a tenant farmer some time between the 1770s and the 1830s. The large amount of decorated ceramics suggests that the economic status of the occupants of the dwelling that once stood at the site was likely middle class.

Site 44LD717, located on the west side of Gum Spring Road, is the remains of an early to mid 20th century dwelling with several outbuildings. The site was found during a 2000 Phase I investigation of the Stone Ridge property. It was not considered to be potentially eligible for nomination to the National Register of Historic Places and no additional archeological work was recommended.

Site 44LD718 is located on the western side of Gum Spring Road. The site is an early to mid 20th century house with several outbuildings. It was also found during a Phase I investigation of Stone Ridge. The site was not believed to be potentially eligible for the National Register, and no further archeological work was recommended.

Site 44LD1075 is a 19th and 20th century farmstead.

Site 44LD893 is a trash scatter daring to the second half of the 20th century. It was found during a Phase I investigation of the Providence Glen property. The site was not considered to be potentially eligible for the National Register; no further archeological work was recommended

Site 44LD720 consists of a large area of field scatter that dates primarily to the mid-20th century or later although some earlier 20th century artifacts were present.

44LD721 is also interpreted as field scatter dating to the early-mid-20th century. No evidence of a structure was noted at the site and all artifacts were found in the plow zone or on the surface.

Site 44LD722 is a house which dates from the 20th century. Testing in the yard area produced artifacts dating from the early 20th century to the present. Few artifacts were recovered from the site area and those that were found were recovered from the plow zone.

Site 44LD723 is a large, light density scatter of historic period materials. The artifacts date from the early to late 20th century and are overwhelmingly composed of ceramics and bottle glass. The artifacts appear to be field scatter or refuse.

Site 44LD725 yielded artifacts related to a 20th century house that was located in the site area. Several structures are shown at the site on maps dating from 1925-1981; however, no structures or structural remains were present at the time of the archeological investigation.

Site 44LD726 is a refuse deposit that dates to the mid-20th century and likely is related to the house that once stood at 44LD725. Artifact yield was low and no evidence of a structure was present in this location.

There is one multi-component site within the one-mile radius of the project area; site 44LD1156 contains both prehistoric and historic period artifacts. The prehistoric artifacts indicate that the site was utilized as a temporary camp during both the Middle Archaic and Early-Middle Woodland time periods. The historic artifacts represent secondarily deposited 20th century field scatter as they do not occur in sufficient density or functional variety to indicate a domicile in this location.

TABLE 2

PREVIOUSLY RECORDED ARCHITECTURAL RESOURCES WITHIN A 1-MILE RADIUS OF THE PROJECT AREA

SITE NUMBER	SITE INFORMATION	TEMPORAL PERIOD
053-0518	Arcola Village	20th Century
053-0981	Wilson, Bessie S. House	19th Century
053-0982	Arcola School (Community Center)	
053-0983	Arcola Methodist Church	19th Century
053-0984	Stone Slave Quarters	ca. 1800
053-5662	House, 42469 John Mosby Hwy	19th Century
053-5663	Auto Repair Shop, 42477 Route 50	20th Century
053-5682	House, 24562 Evergreen Mills Rd	19th Century
053-5690	House, 24510 Evergreen Mill Rd	20th Century
053-5886	House, 42539 John Mosby Hwy	20th Century
053-5887	Garage, 42503 & 42495 John Mosby Hwy	20th Century
053-6046	Shockley House, 24267 Quail Ridge Ln	20th Century
053-6047	Pearson House, 71737 John Mosby Hwy	20th Century
053-6057	Shockley House, 24282 Quail Ridge Ln	

There are 14 previously recorded architectural resources within one-mile of the property (Table 2).

Structure 53-981, known as the Bessie Wilson house, is located just west of the project area. The structure was probably originally log and dated from the early 19th century. Log and frame additions are present, and the structure has been covered with siding. At the time of recordation, a log meat house was present near the house.

In 2003, a Phase I archeological investigation was conducted of the Arcola Methodist Church property by Thunderbird Archeological Associates (Walker et al. 2003). The Arcola Methodist Church had been recorded as Structure 053-983 and supposedly dates to the 1850s. A cemetery delineation had previously been conducted to determine the limits of a previously known cemetery lot. Two unmarked graves were found and more graves may be present under the parking lot. The Phase I testing did not produce evidence of archeological sites. Only a few artifacts relating to modern renovation were found.

Structures 053-5682, which includes a 19th century barn, and 053-5662 are both 19th century dwellings.

Structure 53-982 is the site of the Arcola School, which at the time of recording was used as a community center and presently serves as a preschool. The Arcola Village is Structure 053-518 and includes a 20th century mill, church, and commercial buildings.

Structure 53-984 is the location of a stone building that reportedly served as an African American slave quarter.

Structure 53-5018 is an early to mid-20th century bridge.

Structure 053-5663 is a 20th century auto repair shop, and Structure 053-5887 is a 20th century garage. Structures 053-5886, 053-6047, 053-5690, and 053-6043 are all 20th century dwellings. Structure 053-6046 includes a barn.

RESEARCH EXPECTATIONS

Because the project area is located along two roads (John Mosby Highway and Gum Spring Road) that have been in use since the middle of the 19th century, the property has a moderate to high probability of yielding historic period cultural materials. The concentration of 18th and 19th century standing structures within a one-mile radius of the project area increases this probability. Archeological sites associated with slave and tenant dwellings not normally shown on historic maps may be present. If intact 18th or 19th century sites are found, they will likely require work beyond the Phase I level. In addition, there is a high probability of finding refuse or possibly remains of buildings associated with the Glascock Air Strip, but it is unlikely that these would have sufficient integrity to require further work.

The project area has a moderate to high probability of containing prehistoric cultural materials. This assessment is based on topography of the property and its proximity to water sources and the presence of a terrace at the edge of the floodplain in the northern portion of the property. If prehistoric archeological sites are identified within plowed contexts, work beyond the Phase I level will probably not be necessary. If, however, more deeply buried prehistoric archeological sites are identified within the floodplain portion of the project area, additional work is likely. Because floodplain testing can be

labor intensive and consequently expensive, we would advise waiting to do Phase I testing on the portions of the floodplain that will be impacted once development plans have been finalized.

The probability for both prehistoric and earlier historic period cultural resources on the Glascock Property is mitigated slightly by the large areas of disturbance caused by the Glascock Landing Strip and the construction of the large pond in the southeastern portion of the property.

FIELD AND LABORATORY METHODS

Fieldwork

The Phase I field methodology included both the use of surface reconnaissance and shovel testing to locate and define boundaries of archeological sites. The surface reconnaissance consisted of walking over the area and examining all exposed areas for the presence of artifacts. Exposed areas included cut banks, tree falls, machinery cuts, soils exposed by erosion, etc. The surface reconnaissance was also used to examine the topography of specific areas in order to determine the probability that they contain archeological sites. All high probability areas--areas that were well drained and possessed low relief--were tested at 50 foot (15 meter) intervals. High probability areas also included historic structure areas identified through surface reconnaissance or through archival review of historic maps. Additional shovel tests were excavated at 25 foot (7.6 meter) intervals in a cruciform pattern around the positive shovel tests as necessary to define site boundaries and to delineate artifact concentrations. In general, the low probability areas were those that were sloping, poorly drained or that had been disturbed.

Portions of the project area that lay within the flood plain of a perennial stream were investigated through surface reconnaissance for signs of prehistoric or historic archaeological resources. If flood plain areas will be disturbed during development, shovel testing in affected areas is likely to be necessary.

Shovel test pits measured at least 12 inches (30 cm) in diameter. Vertical excavation was by natural soil levels; excavation stopped when gleyed soils, gravel, water, or well developed B horizons too old for human occupation were reached. Soil horizons observed at the site were classified according to standard pedological designations. All soil was screened through 1/4-inch mesh hardware cloth screens. Soil profiles were made of representative units, with soil descriptions noted in standard soil terminology (A, Ap, B, C, etc.). Soil colors were described using the Munsell Soil Color Chart designations. Artifacts were bagged and labeled by unit number and by soil horizon.

Laboratory

All artifacts were cleaned, inventoried, and curated. Historic artifacts were separated into four basic categories: glass, metal, ceramics, and miscellaneous. The ceramics were identified as to ware type, method of decoration, and separated into established types,

following South (1977), Miller (1992) and Magid (1990). All glass was examined for color, method of manufacture, function, etc., and dated primarily on the basis of method of manufacture when the method could be determined (Hurst 1990). Metal and miscellaneous artifacts were generally described; the determination of a beginning date is sometimes possible, as in the case of nails.

The prehistoric artifacts were classified by cultural historical and functional types and lithic material. In addition, the debitage was studied for the presence of striking platforms and cortex, wholeness, quantity of flaking scars, signs of thermal alteration, size, and presence or absence of use. Chunks are fragments of lithic debitage which, although they appear to be culturally modified, do not exhibit clear flake or core morphology.

RESULTS OF FIELD INVESTIGATIONS

The Glascock Property project area is situated on approximately 124.6 acres and consists of four parcels at the intersection of Gum Spring Road (Route 659) and John Mosby Highway (Route 50) in Loudoun County, Virginia. Two small parcels are located south of Route 50 and two larger parcels are located to the north of Route 50. The larger, northwestern parcel extends to Hiddenwood Lane on the northwestern side of the South Fork of Broad Run. Glascock Landing Field, an active airfield, is situated on the northwestern parcel of the property.

To facilitate discussion, the Glascock Property project area was divided into four survey areas, Areas A-D (Exhibit 11). The following presents a discussion of these areas and the results of the survey.

Area A

Area A represents the two small parcels located in the southeastern and southwestern quadrants of the Route 50/Route 659 intersection (Exhibit 12). The parcels are situated on generally level ground in a mixed hardwood and coniferous forest, with heavy undergrowth closer to the roads (Plate 1).

Two standing structures are located in Area A. They are numbered Structures 7 and 8, in accordance with the arbitrary numbering system established during the Phase IA investigation conducted on the Glascock Property in September of 2005 (Sperling 2005).

Structure 7

Structure 7 is a metal barn, located in the southwest corner of the intersection of Gum Spring Road and John Mosby Highway (Plates 2 and 3). This barn most likely represents a store associated with the Glascock Landing Field, located just to the north of John Mosby Highway. A full discussion of this building is found below, in the discussion of site 053-6090.

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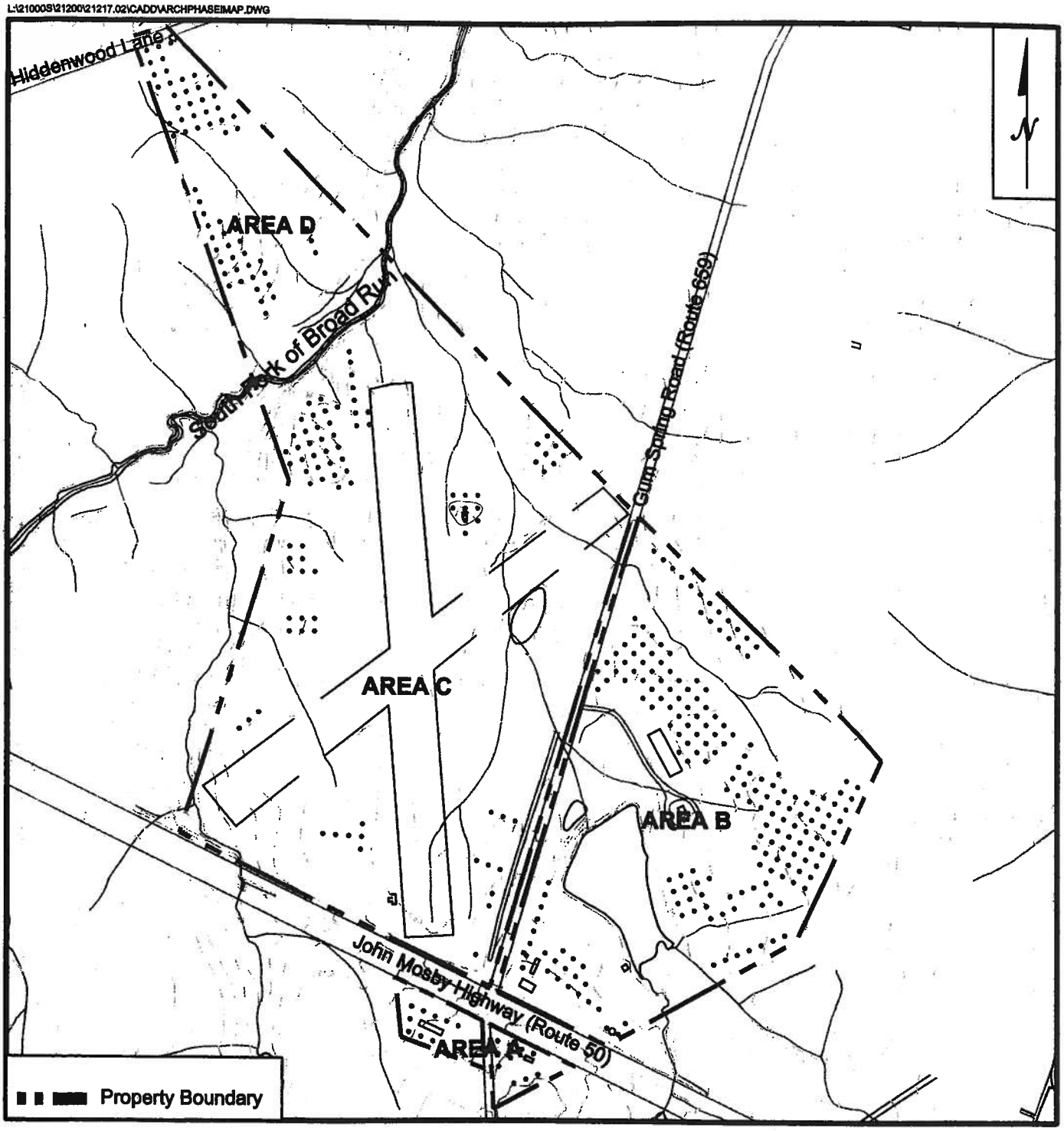

Project Map Showing the Survey Areas
Glascock WSSI # 21217.02
Scale: 1"= 550'

Thunderbird Archeology
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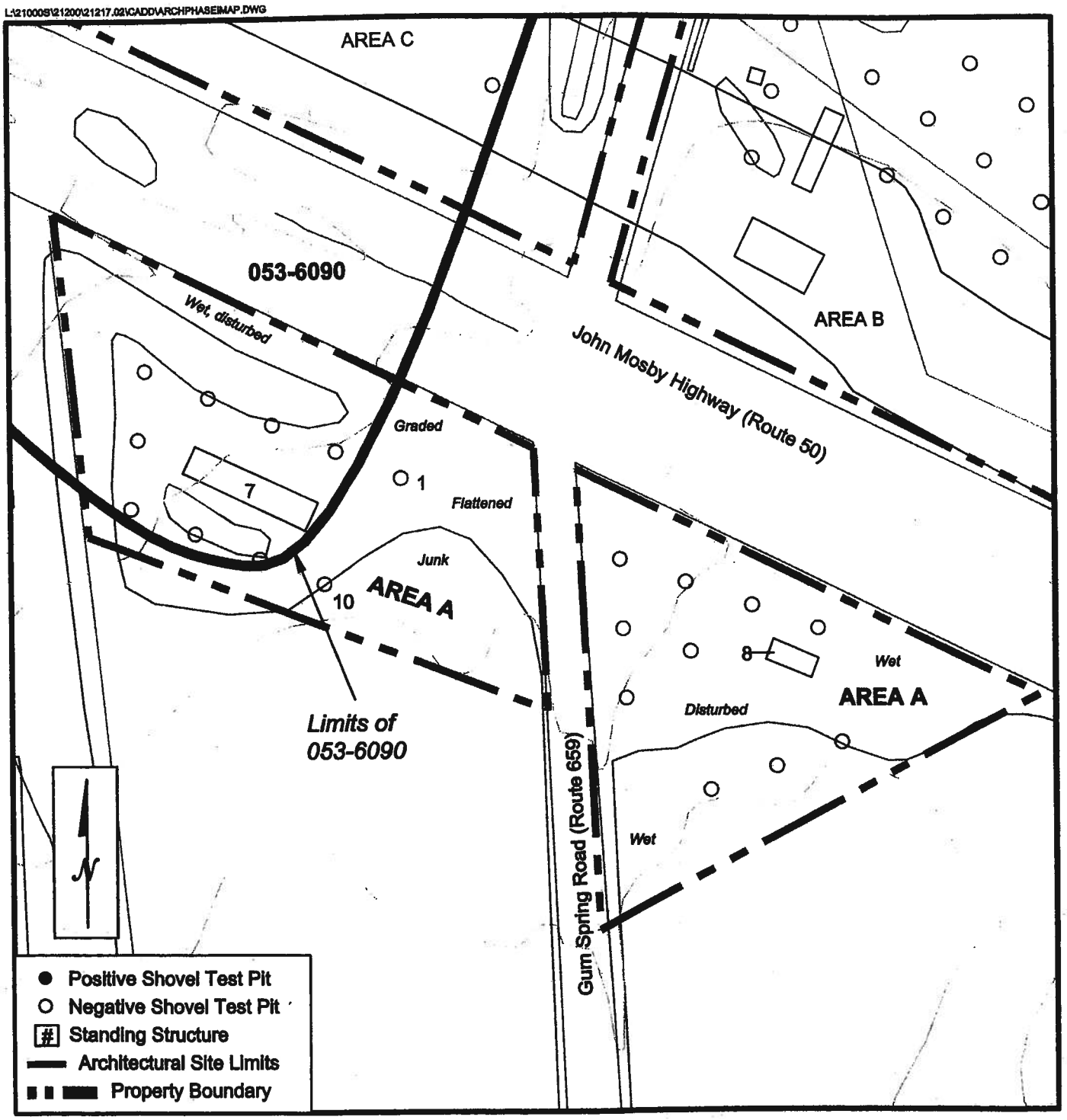
Exhibit 11



Portion of the Project Map Showing Area A
Glascock WSSI # 21217.02
Scale: 1"= 100'

Structure 8

Structure 8 is a cinderblock foundation that measures approximately 30 feet long by 8 feet wide (9.1 by 2.4 meters) (Plate 4). It is situated in the southeastern corner of the intersection of Routes 659 and 50. The cinderblocks are three courses high on the south and east sides and mostly gone from the north and west facades. A displaced wood-frame gabled roof with plastic partially covering it is located to the north of the foundation (Plate 5). It is possibly related to the structure.

Large areas of disturbance were noted in Area A. The southwest corner of the Route 50/659 intersection is completely graded and filled, and a structure that appears there on the 1981 Arcola quadrangle (see Exhibit 2) is gone (Plate 6). Also in this parcel, modern refuse piles consisting of tires and other machine-related trash cover much of the ground surface (Plate 7). Across Gum Spring Road, in the southeastern quadrant of the intersection, the land south of Structure 8 unnaturally undulates due to heavy machinery disturbance. Subsequently, standing water is found in large puddles throughout this parcel.

Due to the disturbance, only 20 shovel test pits were excavated in Area A. These STPs were placed at 50 foot intervals in portions of the area that seemed relatively undisturbed. The soil profiles were highly varied, particularly in the southwestern quadrant of the 50/659 intersection. STP 1, located to the northeast of Structure 7, revealed a fill horizon that overlay subsoil; while STP 10, located 50 feet to the south, contained a plow zone overlying subsoil. These profiles are presented below and in Exhibit 13:

STP 1
- O/Fill horizon: 0-6.6 inches (0-16.8 cm) below surface – [2.5Y 4/3] olive brown silty loam with large rocks
- B horizon: 6.6-10.2 inches (16.8-25.9 cm) below surface – [2.5Y 5/4] light olive brown silty clay loam

STP 10
- O/Ap horizon: 0-8.4 inches (0-21.3 cm) below surface – [10YR 4/6] dark yellowish brown silty clay loam
- B horizon: 8.4-12 inches (21.3-30.5 cm) below surface – [10YR 4/3] brown silty clay with manganese and iron oxides

No artifacts were recovered, and no further work is recommended in Area A.

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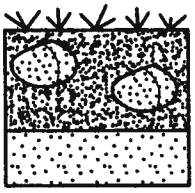
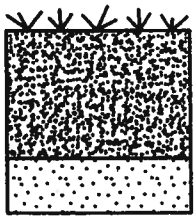
STP 1



Ao/Ap horizon: 2.5Y4/3 olive brown silty loam with large rocks

B horizon: 2.5Y5/4 light olive brown silty clay loam

STP 10



Ao/Ap horizon: 10YR 4/6 dark yellowish brown silty clay loam

B horizon: 10YR4/3 brown silty clay loam

Representative Soil Profiles from Area A
Glascock WSSI #21217.02

Area B

Area B represents the large parcel located at the northeastern quadrant of the Route 50/Route 659 intersection (Exhibit 14). The topography within the area is sloping gently to the northwest toward an unnamed tributary of the South Fork of Broad Run. This tributary drains a large manmade pond in the southern portion of the area (Plate 8).

The vegetation within the area is highly varied. A young cedar forest is located south of the pond, with some portions containing very heavy undergrowth (Plate 9). Domestic vegetation and lawn grass are located around the buildings in the center of Area B. A mixed hardwood and coniferous forest is located to the south of the buildings, which gives way to a cedar forest in the northern portion of the area (Plates 10 and 11).

Six buildings are located in Area B. These consist of an abandoned gas station and two associated outbuildings and a modern house and its related structures. These are described in detail below:

Structure 1

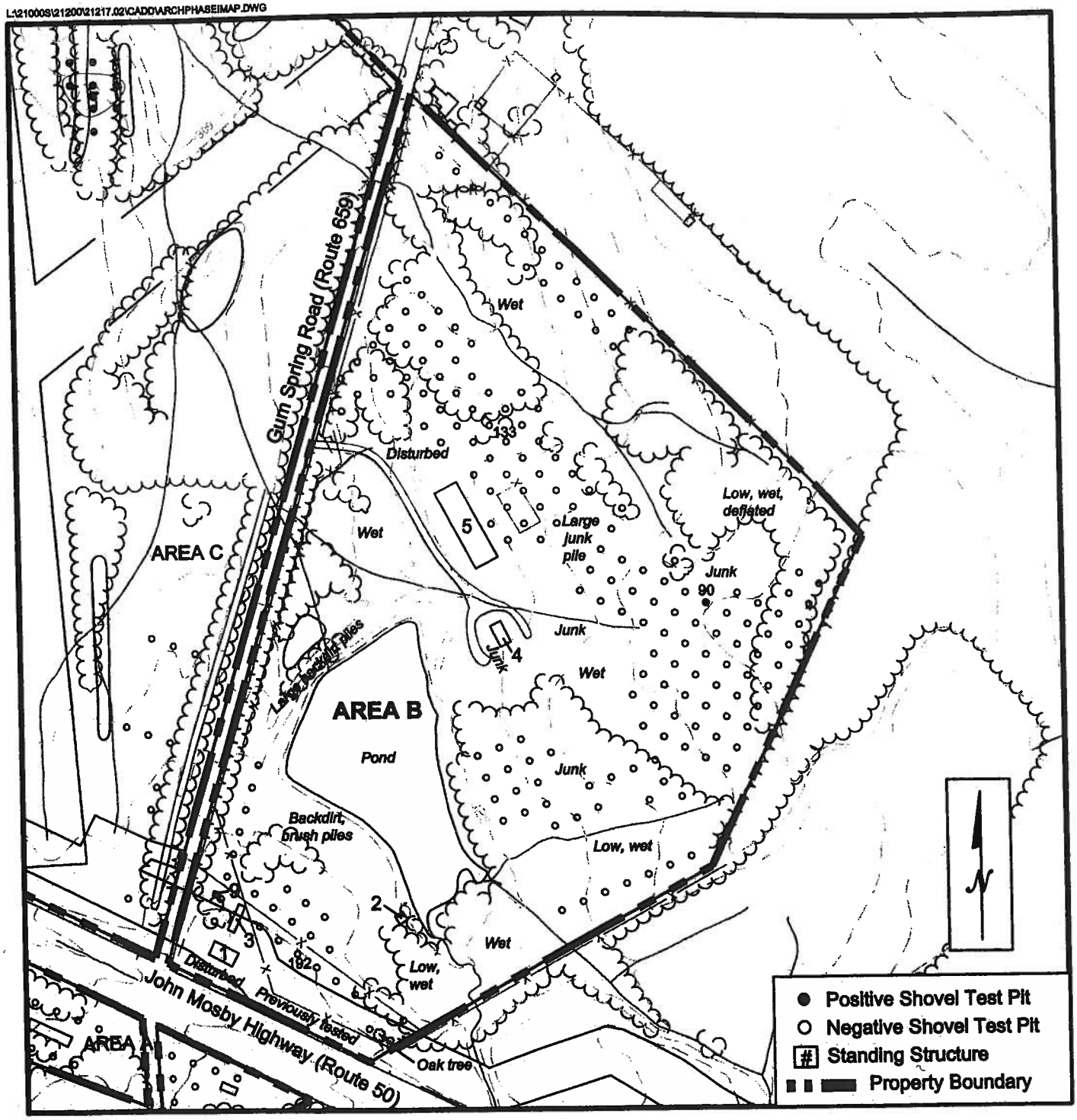
Structure 1 is a former gas station located on the northeast corner of Gum Spring Road and John Mosby Highway (Route 50) (Plate 12). It is a cinderblock building that is heavily deteriorated. The approximate dimensions of the building are 40 feet (12.2 meters) square. Nearly the entire eastern wall is gone. Two bathrooms are accessed from the exterior on the western side of the building. On the interior walls of the bathroom, green tiles still remain. Bricks are located along the top of what was mostly likely the front, south-facing windows. A possible cinderblock wall extends east from the north wall for approximately 50 feet (15.2 meters), but has collapsed. Bricks, cinderblocks, and metal junk surround the structure (Plate 13). The area surrounding Structure 1 is heavily overgrown with cedars and briars.

Structure 2

Structure 2 is a small one story wood frame house or shed (Plates 14 and 15) that measures approximately 20 feet square (6.1 meters). It is situated at the southern tip of the pond in the southern portion of Area B. It has a gabled standing seam metal roof and is resting on cinder block piers. Both cut and wire nails appear to have been used in the construction of this building.

Structure 3

Structure 3 is a wood-frame barn that measures approximately 15 feet by 60 feet (4.6 by 18.3 meters) and is located about 50 feet (15.2 meters) north of Structure 1, the gas station (Plates 16 and 17). It has a shed standing seam metal roof, and it appears to be constructed with wire nails. The east side is open, but completely covered in dense vines.



Portion of the Project Map Showing Area B
Glascock WSSI # 21217.02
Scale: 1"= 300'

Thunderbird Archeology
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Exhibit 14

Structure 4

Structure 4 is a modern one-story house (Plate 18) located northeast of the pond. It measures approximately 25 feet by 50 feet (7.6 by15.2 meters). The house has a gabled roof covered in tar paper shingles and it is clad in aluminum siding. A basement is present and the foundation is constructed of brick. Small poured concrete porches are located on the east and west sides of the house.

Structure 5

Structure 5 is a large dog kennel (Plate 19) associated with Structure 4. It is situated about 200 feet north of the house (Plate 20) and measures approximately 150 feet by 75 feet (45.7 by 22.9 meters). The kennel is constructed of cinderblocks. The central portion of the structure is two stories, and two one-story wings extend to the north and south. The wings seem to be the main kennel areas with cinder block dividers and chain-link fences for the outside, individual pens.

Structure 9

Structure 9 is a small wood-frame shed located behind and to the north of Structure 1, the gas station (Plate 21). It measures approximately 10 feet (3.1 meters) square and appears to have been constructed with wire nails. The shed roof is covered in standing seam metal, and the building is resting on wood piers.

A large oak tree was noted in the southeast corner of Area B (Plate 22). This may have marked a property corner at one point, as it is located within 25 feet of the present property corner. Shovel tests were excavated in this area and no artifacts were recovered.

Large disturbed areas were noted within Area B that precluded shovel testing. The area surrounding the gas station and its associated structures has been disturbed by heavy machinery, most likely in the process of removing the underground gasoline storage tanks. To the south and west of the pond, large soil piles are present (Plate 23). These are most likely the backdirt piles from the excavation of the pond. Also, junk piles large and small are located surrounding the house and extending into the forest north of the structures (Plates 24 and 25). Finally, the northeast corner of Area B was avoided due to standing water and deflated soils.

A separate survey has been conducted of the southern edge of Areas B and C along Route 50 as part of a waterline easement project (see Exhibits 14 and 16). No additional shovel testing was conducted in these areas.

A total of 196 shovel test pits were excavated in Area B at 50 foot intervals. STP 90, located in the northeastern portion of the area, was the only positive shovel test in this area and produced three 20th century container glass fragments and six unidentified ferrous metal fragments from the plow zone. No additional shovel tests were excavated around STP 90 due to the presence of a large junk pile located roughly 30 feet to the

north. The artifacts were thought to have come from this refuse pile and therefore represent casual discard. No further archaeology is recommended for this portion of the Glascock project area.

The soil profiles generally consisted of a plow zone that overlay subsoil; typical soil profiles are presented below and on Exhibit 15:

STP 133
Ap horizon: 0-7.2 inches (0-18.3 cm) below surface – [10YR 5/4] yellowish brown silty loam
B horizon: 7.2-10.8 inches (18.3-27.4 cm) below surface – [7.5YR 5/6] strong brown silty clay loam

STP 192
Ap horizon: 0-6 inches (0-15.2 cm) below surface – [2.5Y 4/4] olive brown silty loam
B horizon: 6-9.6 inches (15.2-24.4 cm) below surface – [10YR 5/6] yellowish brown clay loam

No further archaeological work is recommended for Area B.

Area C

Area C represents the large parcel in the northwestern quadrant of the Route 50/Route 659 intersection. Its northern border is the South Fork of Broad Run and Area D (Exhibit 16). The vast majority of Area C is encompassed by Glascock Landing Field, which has been issued the VDHR identification number 053-6090. An archaeological site, 44LD1342, is encompassed within the boundaries of 053-6090.

Site 053-6090

The topography within site 053-6090 and Area C is generally sloping to the north toward the South Fork of Broad Run and east and west toward its associated tributaries. However, the natural topography of this portion of the Glascock Property is severely compromised by the presence of Glascock Landing Field. Two landing strips are present and the landscape was drastically graded and flattened to accommodate the air traffic. At the time of this investigation, only one of the two airstrips is in use.

The airfield has also altered the vegetation of this portion of the project area. The lone active airstrip consists of a grassy swath that runs north-south for approximately 2,500 feet and begins at a point just west of the intersection of Gum Spring Road and John Mosby Highway (Plates 26 and 27). The second landing strip formerly crossed this one, running on a northeast-southwest axis. This runway has been out of use for at least ten

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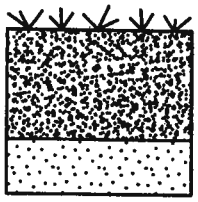
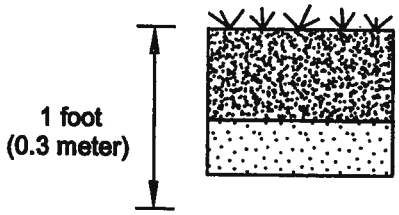
STP 133



Ap horizon: 10YR 5/4 yellowish brown silty loam

B horizon: 7.5YR 5/6 strong brown silty clay loam

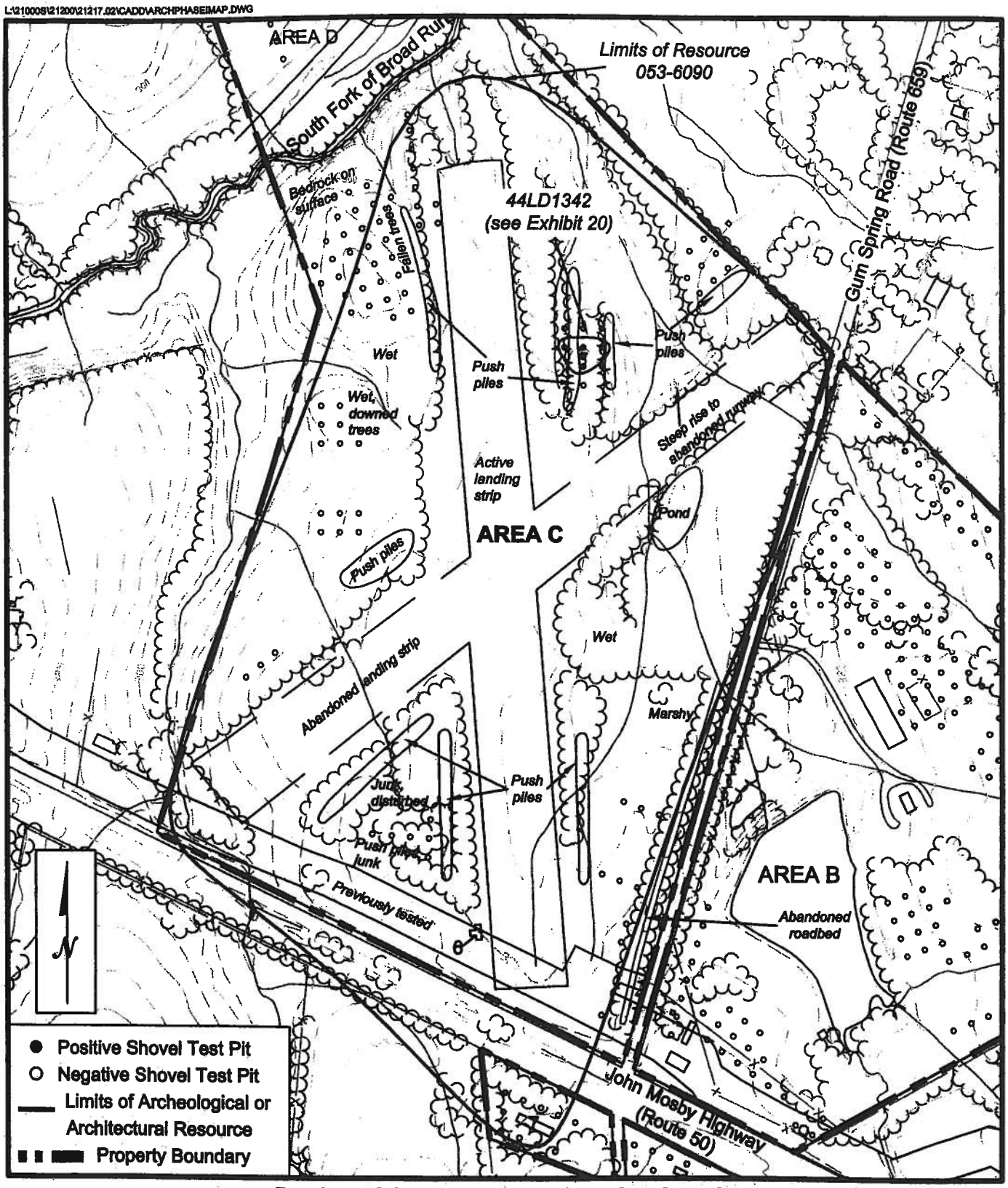
STP 192



Ap horizon: 2.5Y 4/4 olive brown silty loam

B horizon: 10YR 5/6 yellowish brown silty clay loam

Representative Soil Profiles from Area B
Glascock WSSI #21217.02



Portion of the Project Map Showing Area C
Glascock WSSI # 21217.02
Scale: 1"= 350"

Thunderbird Archeology
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Exhibit 16

years, resulting in a forest in an early stage of regrowth (Plate 28). The forests surrounding the runways consist of mainly cedar trees with very little undergrowth (Plate 29). In areas slightly further from the runways, some slightly older growth deciduous trees were noted.

Only one building shown on the map of Glascock Airport from the 1968 Virginia Airport Directory (Exhibit 17) is still standing. This was referred to as Structure 7 during the Phase IA investigation conducted in September 2005 (Sperling 2005). It is located in the southwestern quadrant of the intersection of Gum Spring Road and John Mosby Highway in Area A.

Structure 7 is approximately 125 feet by 25 feet (38.1 by 7.6 meters) and appears to be in an advanced state of disrepair (see Plates 2 and 3). The wood frame building is clad with corrugated metal and has a standing seam metal gabled roof and a cinderblock foundation. There is a side-sliding metal door on the north side of the building that faces north, toward John Mosby Highway. The 1968 map of the airfield refers to this building as a "store," but it appears to have been used for storage of lumber and hay for many years.

One additional building that appears on this 1968 map is extant, albeit collapsed. It was referred to as Structure 6 during the Phase IA investigation. It is located just to the west of the current Glascock Landing Strip and is a wood-frame building that is roughly 20 feet square. Its exact dimensions are difficult to ascertain, as it is completely collapsed (Plate 30). The building had a metal roof, and it appears wire nails were used in construction. No insulation was noted in or around the remains of the building, but it was electrically wired. On the 1968 map, this building is referred to as "HGR," which possibly indicates that this was the airplane hanger. A "Fuel Pump" is situated just to the east of this building, along the runway.

This 1968 map also indicates that a barn was present in the northwest corner of the Route 659/Route 50 intersection. The area on which this barn was located is currently cleared and graded (Plate 31) and no remnants of this building remain.

While it does not appear on the 1968 map, a sunken road is located to the east of the active runway and just to the west of Gum Spring Road (Route 659) (Plates 32 and 33). This depression measures approximately 30 feet wide by 5 feet deep and stretches from circa 100 feet north of the intersection with Route 50, to a point nearly 900 feet to the north. The sunken road terminates at the waterway and drainage culvert that drains the man-made pond on the opposite side of Gum Spring Road. This is most likely the previous location of Gum Spring Road, as its depth indicates heavy usage and historic maps show Gum Spring Road running along roughly the same course that it does today (see Exhibits 4-6).

Large areas of disturbance were noted on site 053-6090. Most of these are a result of the construction of the airfield. Push piles were noted paralleling nearly every edge of the runways, indicating the heavy machinery that was used in construction flattened the

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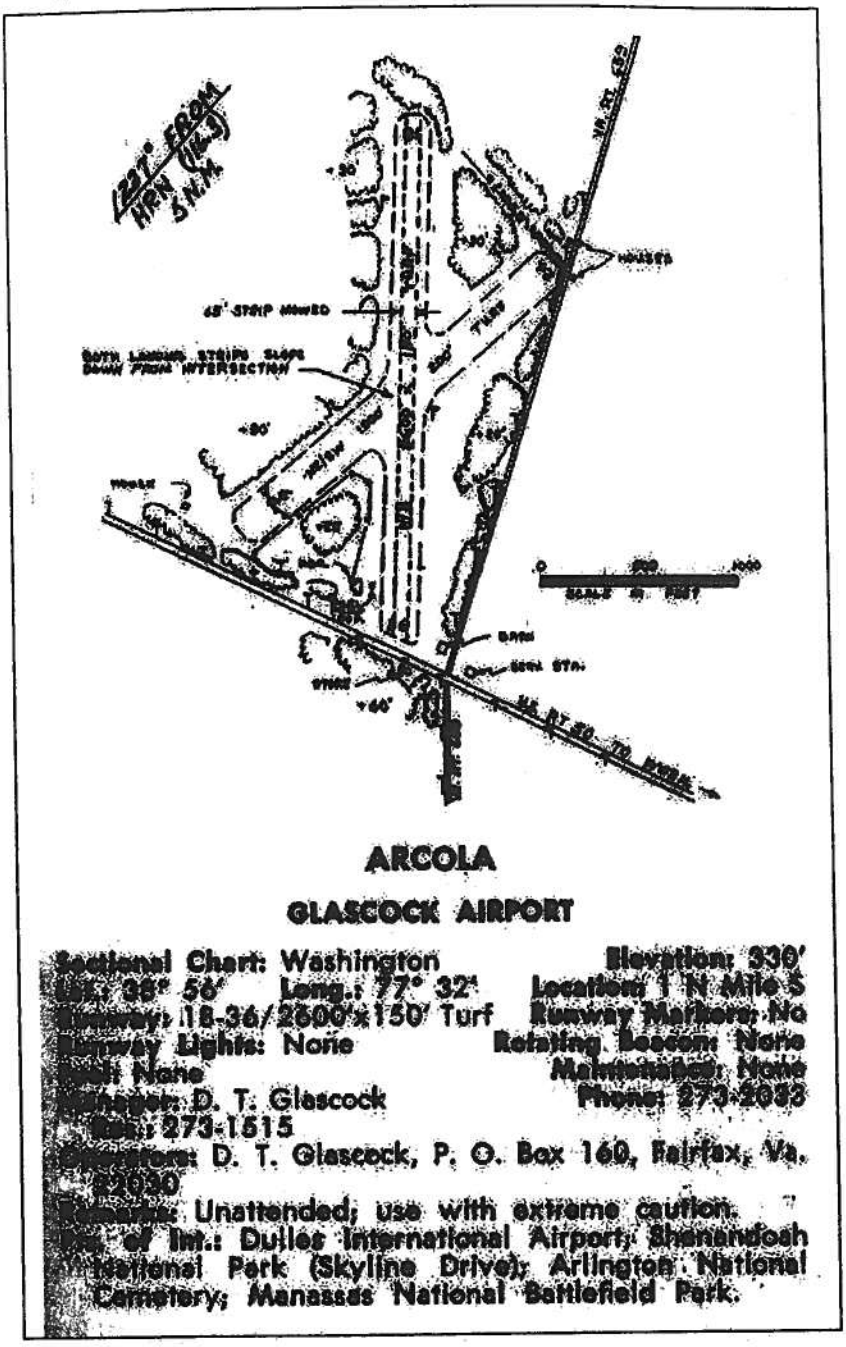

1968 VA Airport Directory - Glascock Field
WSSI #21217.02
Not to Scale

Source: "1968 Virginia Airport Directory" published by the Virginia Department of Aviation. Courtesy of Paul Freeman. http://www.airfields-freeman.com/VA/Airfields_VA_Loudoun.htm

landscape and pushed the excess soil to the sides (Plates 34 and 35). One of the most heavily impacted areas was found in the southwest portion of the site, west of the current runway and southeast of the abandoned runway. This portion of the forest forms a small triangle between the runways and Route 50, and large modern refuse piles were located here (Plate 36). In the eastern portion of the site, the natural northern flow of an unnamed tributary to the South Fork of Broad Run was interrupted by the construction of the abandoned runway. The land was filled and graded to form a nearly level surface, and the unnatural hillside rises steeply out of the floodplains. As a result of this, an unintentional dam was created, and with the assistance of beavers, a large pond formed behind it (Plate 37).

These factors precluded much shovel testing in the areas surrounding the runways. A total of 90 STPs were excavated in Area C and site 053-6090. Shovel tests were placed at 50 foot intervals in spots across the landscape in an attempt to find soil profiles that were not directly impacted by the construction of the landing strips. The profiles were highly variable, even at a distance of only 50 feet. STPs 2 and 3, located in the southeastern portion of the site, demonstrate this (Exhibit 18):

STP 2
- Fill 1 horizon: 0-14.4 inches (0-36.6 cm) below surface – [10YR 4/1] dark gray wet silty clay loam
- Fill 2 horizon: 14.4-20.4 inches (36.6-51.8 cm) below surface – [10YR 3/1] very dark gray compact silt loam

STP 3
- Fill 1 horizon: 0-14.4 inches (0-36.6 cm) below surface – [2.5Y 3/1] very dark gray silt loam
- Fill 2 horizon: 14.4-24 inches (36.6-61 cm) below surface – [2.5Y 5/6] light olive brown mottled with [2.5Y 6/1] gray silt loam

Subsoil or bedrock was not encountered in these two shovel test pits.

These soil profiles can be compared to STP 12, located in the heavily impacted area in the southwest portion of the site. Multiple fill horizons were encountered over saprolite (see Exhibit 18):

STP 12
- Fill 1 horizon: 0-8.4 inches (0-21.3 cm) below surface – [10YR 4/2] dark grayish brown silty clay loam
- Fill 2 horizon: 8.4-9.6 inches (21.3-24.4 cm) below surface – [10YR 3/1] very dark gray mottled with [10YR 4/2] dark grayish brown silty clay loam
- Fill 3 horizon: 9.6-13.2 inches (24.4-33.5 cm) below surface – [10YR 4/3] brown silty clay loam
- R horizon: 13.2-15.6 inches (33.5-39.6 cm) below surface – [10YR 3/1] very dark gray saprolite

A plow zone was identified only in the northwestern corner of site 053-6090. A small ridge overlooking the South Fork of Broad Run was shovel tested at 50 foot intervals. No artifacts were recovered, and the landform seems to have been largely undisturbed by the construction of the Glascock Landing Field. The forest on this ridge consists of a primarily hardwood forest in a more advanced state of succession than the forest closer to the runways (Plates 38 and 39). While the soil profiles varied slightly, STP 49 presents a typical example (Exhibit 19):

STP 49
Ap horizon: 0-8.4 inches (0-21.3 cm) below surface – [7.5YR 5/4] brown silty loam
B horizon: 8.4-12 inches (21.3-30.5 cm) below surface – [7.5YR 6/4] light brown silty clay loam

Site 44LD1342

One archaeological site was identified within the boundaries of site 053-6090. This site has been issued the VDHR identification number of 44LD1342. Located in the northeastern portion of Area C and site 053-6090, 44LD1342 represents a historic dwelling. It is situated to the east of the active runway and approximately 200 feet north of the abandoned runway on a small north-trending landform. A small drainage is located to the west of the site, and the larger unnamed tributary of the South Fork of Broad Run and its associated floodplains are situated to the east (Plate 40). The vegetation surrounding the site consists of a mixed hardwood and coniferous forest with some undergrowth (Plate 41). The site was identified on the basis of five positive shovel tests and the remnants of a stone foundation (Exhibit 20).

Site 44LD1342 is surrounded by push piles that resulted from the construction of the runways. A large soil pile that parallels the active runway to the west of the site butts up against the remnants of the stone foundation. Consequently, the western foundation edge is obscured and its exact dimensions were not able to be determined (Plates 42 and 43). The northern and southern edges of the foundation are reasonably clear and a brick scatter is located along the northern foundation wall (Plate 44). This most likely represents a chimney fall. From what can be determined of the dimensions of the building, it measured approximately 30 feet north-south by at least 20 feet east-west.

Flagging stones were noted just below the surface to the north of the stone foundation (Plate 45). This may have represented a foot path, or perhaps a floor to a related structure. STP 75, located just to the east of these flagstones, contained a larger stone approximately 6 inches below ground surface. This was most likely related to the destruction of the building, and no flagstones were identified.

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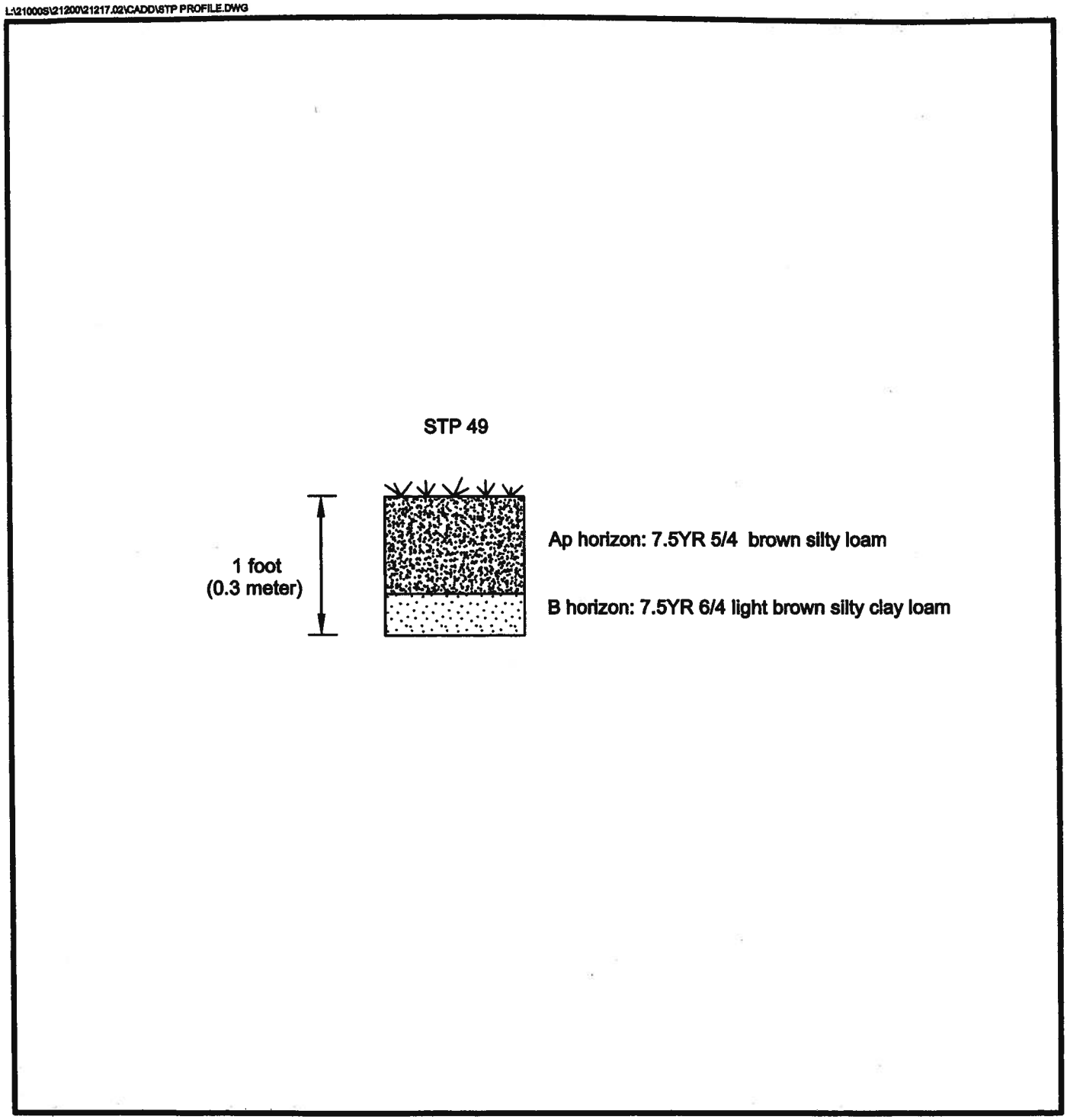

Representative Soil Profile from the Northern Portion of Area C
Glascock WSSI #21217.02

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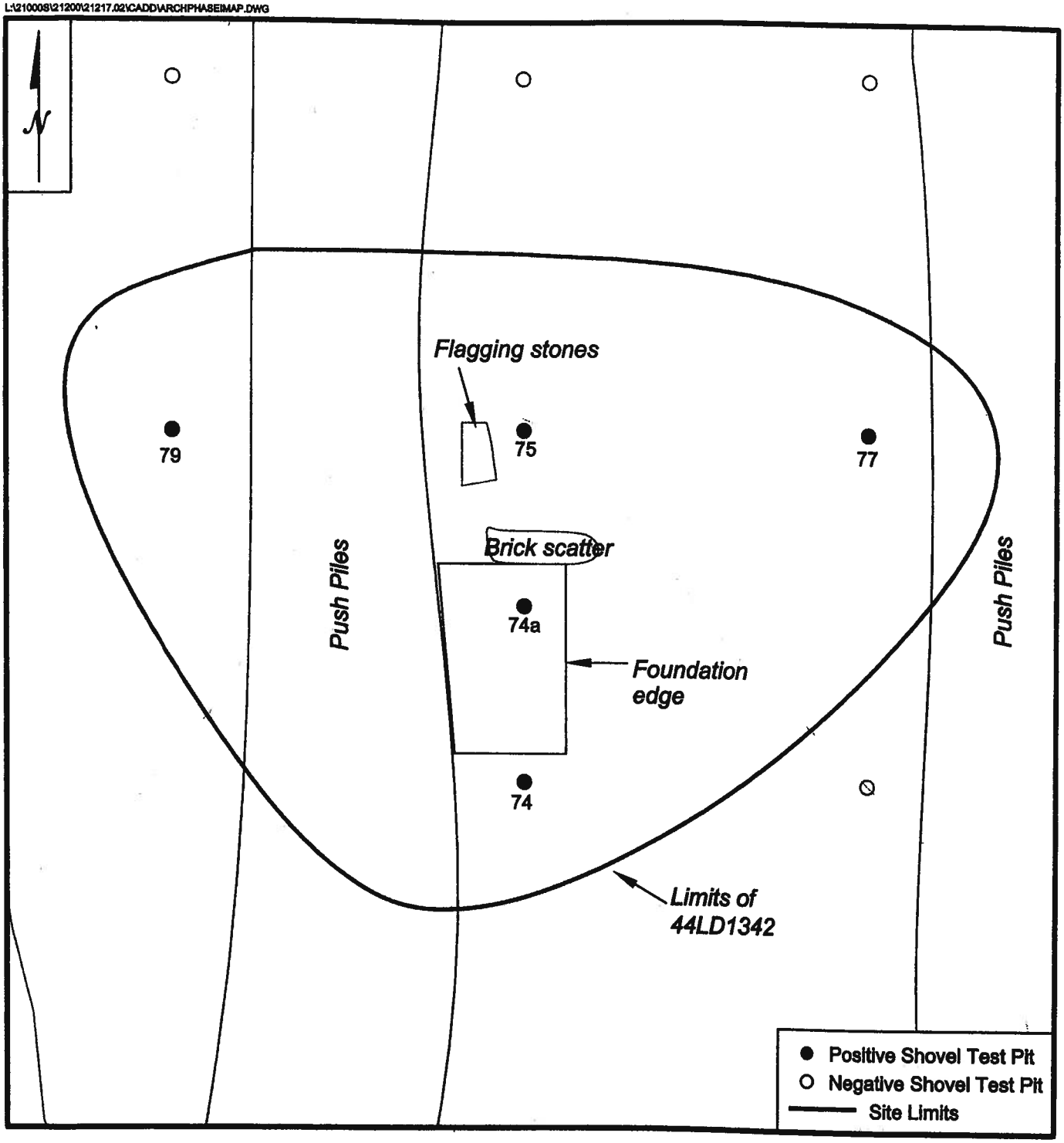

Portion of the Project Map Showing Site 44LD1342
Glascock WSSI # 21217.02
Scale: 1"= 20'

Thunderbird Archeology
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Exhibit 20

The dark color of the soils identified throughout Area C and site 053-6090 were also seen on site 44LD1342. STP 74, located just to the south of the southern foundation wall, provides a typical example (Exhibit 21):

STP 74
Fill horizon: 0-6 inches (0-15.2 cm) below surface – [10YR 2/1] black silty clay loam
B horizon: 6-13.2 inches (15.2-33.5 cm) below surface – [10YR 4/1] dark gray very wet silty clay loam

A shovel test was excavated 25 feet north of STP 74 to examine the soil profile inside the foundation. A similar profile to STP 74 was identified, except a destruction layer was located below the fill horizon and above subsoil (see Exhibit 21):

STP 74a
Fill horizon: 0-6.6 inches (0-16.8 cm) below surface – [10YR 2/1] black silty clay loam
Destruction layer with rocks, mortar, plaster, and brick: 6.6-9 inches (16.8-22.9 cm) below surface
B horizon: 9-12.6 inches (22.9-32 cm) below surface – [10YR 4/1] dark gray silty clay loam

Five positive shovel tests were identified in site 44LD1342. The artifacts recovered included 14 redware sherds, three whiteware sherds, four unidentified refined white earthenware sherds, one aqua bottle sherd (pre-1880), three unidentified container glass sherds, seven unidentified glass sherds, one milk glass sherd, nine lime soda windowpane sherds (1864-present), four unidentified window glass sherds, 19 cut nails and nail fragments, one wire nail, three unidentified nail fragments, one round ferrous metal washer, four unidentified metal fragments, one mortar fragment, one shell fragment, three bone and teeth fragments, and one partial quartz flake.

The approximate dimensions of site 44LD1342 are 135 by 80 feet.

Summary and Recommendations

Site 053-6090 represents the Glascock Landing Field and two related buildings. The archaeological site 44LD1342 is located within the boundaries of 053-6090.

Glascock Landing Field was initially constructed in 1941 and after a brief hiatus due to World War II, was completed in 1946. This makes it the first airfield to be constructed in Loudoun County. Through the 1950s it was a local attraction with crowds flocking to the sides of Route 50 to watch the flying acrobatics and to shop in the associated store. According to information taken from the Internet, this store reportedly had a chained dancing bear out front (http://www.behelp.com/route50/places/glascock.htm). Many Loudoun County residents also learned to fly here. Only one of the original two landing strips is still in use today, and only one small Cessna aircraft is based here.

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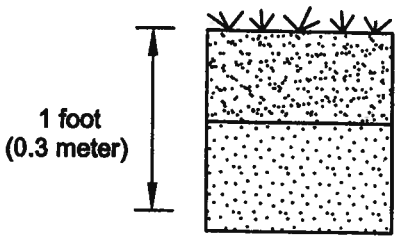
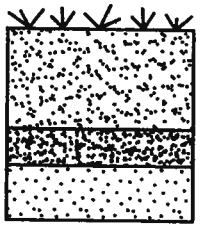
STP 74



Fill horizon: 10YR 2/1 black silty clay loam

B horizon: 10YR 4/1 dark gray very wet silty clay loam

STP 74a



Fill horizon: 10YR 2/1 black silty loam

Destruction layer with rocks, mortar, plaster, and brick

B horizon: 10YR 4/1 dark gray silty clay loam

Representative Soil Profiles from Site 44LD1342
Glascock WSSI # 21217.02

Despite its rich local history, no further work is recommended for site 053-6090. After consulting with History Matters, historians and experts in National Register criteria, it is concluded that the site is unlikely to be eligible for nomination to the National Register of Historic Places because of lack of integrity. The support buildings shown on the 1968 Virginia Airport Directory map (see Exhibit 17) are all currently in an advanced state of disrepair, collapsed, or gone entirely. Additionally, only one of the two airstrips is currently in use, and only one airplane is based there. The Landing Field's proximity to nearby Dulles International Airport precludes many more planes from using the grassy swath.

According to Kathryn Gettings Smith of History Matters, if it did have integrity, it could be eligible under Criterion A of the National Register, which is associative value with an event in history. In this case, the construction date and the heavy use of the Landing Field post-World War II connects to the broader historical trend of the growth of private aviation in the second half of the 20th century. And given the importance of aviation to the later history and development of Loudoun County, the Landing Field could have enough local significance to be eligible for listing on the National Register of Historic Places. However, the absence of buildings and the overgrown and deteriorated state of the second landing strip compromises the integrity of the property (Smith, personal communication, 2006).

No further work is recommended for the archaeological site 44LD1342 also because of its lack of integrity. Based on the few artifacts recovered and the presence of a small stone foundation, the site represents a dwelling with occupation beginning as early as the mid-to-late 19th century. However, the site was severely impacted by the construction of the Glascock Landing Field. A large push pile of soil obscures a portion of the stone foundation, and the grading and pushing of soils also resulted in artifacts that are out of context.

Because of the low artifact yield and the disturbance that has occurred at the site, site 44LD1342 has little research potential. Because of this, it is not considered to be eligible for listing on the National Register of Historic Places, and no further archeological work is recommended.

Area D

Area D is located in the far northern portion of the Glascock Property project area, north of the South Fork of Broad Run. It is bordered to the north by Hiddenwood Lane, and by private property to the east and west (Exhibit 22).

The topography within Area D consists of a south-trending ridge divided nearly in half by an unnamed tributary of the South Fork of Broad Run. The vegetation within the area varies. In the northern and western portions of the area the forest consists mainly of hardwood trees interspersed with some scattered conifers (Plate 46). The undergrowth in these areas is generally determined by the wetness of the soils. A large oak tree is located in the very northeastern corner of the property (Plate 47). This tree had most likely

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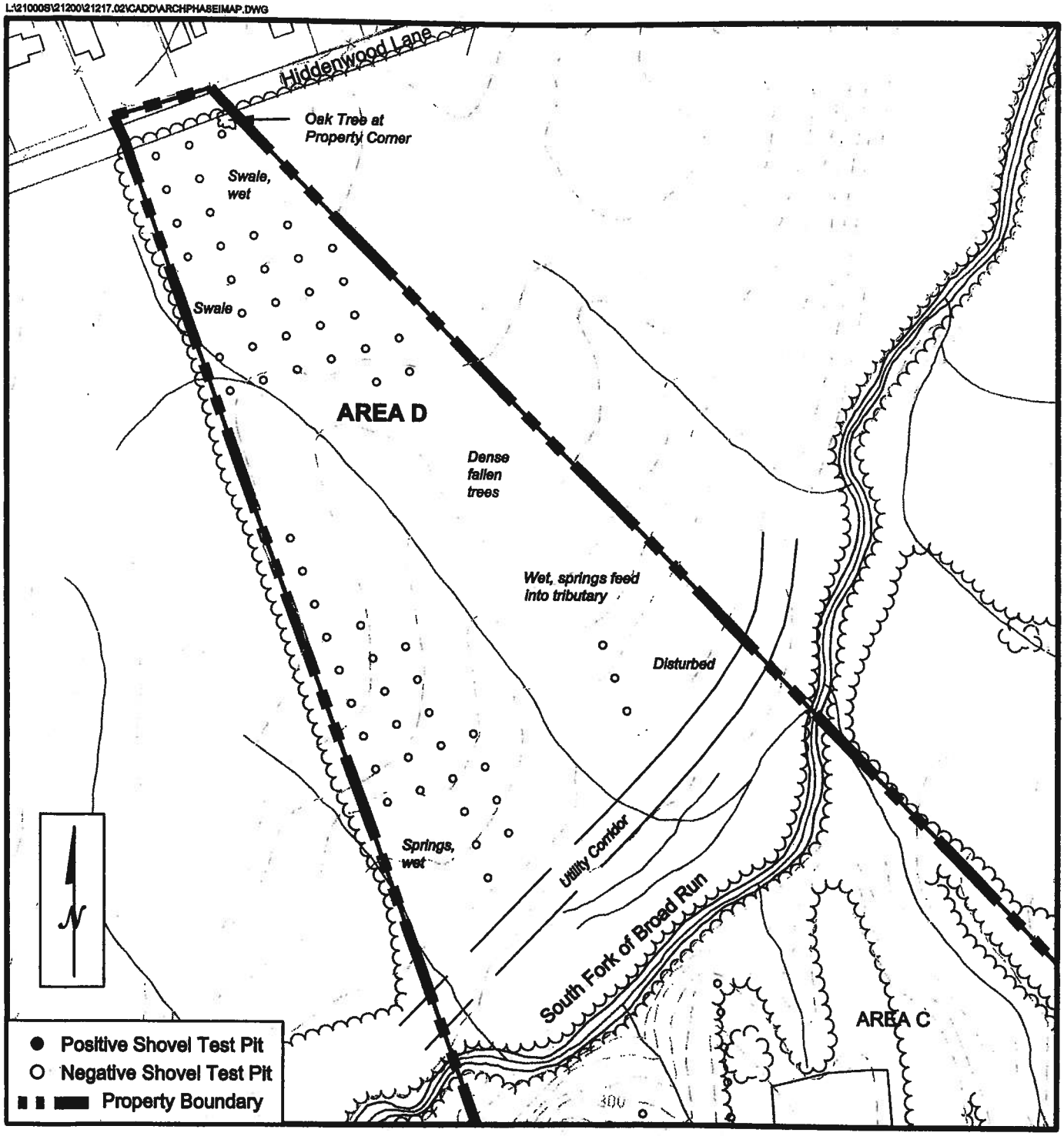

Portion of the Project Map Showing Area D
Glascock WSSI # 21217.02
Scale: 1"= 200'

Thunderbird Archeology
A division of Wetland Studies and Solutions, Inc.

Exhibit 22

marked this property corner for many generations. The vegetation to the east of the unnamed tributary is far different from that on the western slope. Wet soils and heavy machinery disturbance have caused large swaths of trees to fall, precluding shovel testing in these areas (Plates 48 and 49).

Numerous springs were noted throughout Area D that precluded shovel testing (Plate 50). The presence of a utility line corridor in the southern portion of the survey area also precluded shovel testing on the ridge above the South Fork of Broad Run floodplains (Plate 51). The floodplains themselves were walked over to ensure no cultural features were present on the surface, but no subsurface testing was conducted.

Sixty shovel test pits were conducted at 50 foot intervals in Area D. The soil profiles consisted of a plow zone that overlay subsoil. STP 57, located in the southwestern portion of the survey area, presents a typical example (Exhibit 23):

STP 57
Ap horizon: 0-8.4 inches (0-21.3 cm) below surface – [7.5YR 4/4] brown silty loam
B horizon: 8.4-12 inches (21.3-30.5 cm) below surface – [7.5YR 5/4] brown silty clay loam with 30% saprolite

No artifacts were recovered and no further archaeological work is recommended for this survey area.

SUMMARY AND RECOMMENDATIONS

A Phase I archeological investigation was conducted of the circa 124.5 acre Glascock Property located at the intersection of Gum Spring Road (Route 659) and John Mosby Highway (Route 50), south of Arcola in Loudoun County, Virginia. One historic resource, site 053-6090, and one archaeological site, site 44LD1342, were identified. The archaeological site is encompassed within the boundaries of site 053-6090. These two site locations are shown on Exhibits 24 and 25.

Site 053-6090 represents the Glascock Landing Field and two associated buildings. The Glascock Landing Field is located in the northwestern quadrant of the intersection of Routes 659 and 50 and was the first airfield to be constructed in Loudoun County, with an initial construction date of 1941. Its heyday occurred from the late 1940s into the late 1950s, when it was a local tourist attraction. Currently, only one of the two original grassy landing strips is in use and the second has overgrown. One of the two extant buildings, previously used as an airplane hanger, has collapsed, and the second building, which according to historic maps from the 1960s represents the store associated with the Landing Field, is currently in an advanced state of disrepair. Therefore, despite the local history and the site's significance to Loudoun County aviation history, the site has lost most of its integrity and is not considered to be eligible for nomination to the National Register of Historic Places. No further work is recommended on site 053-6090.

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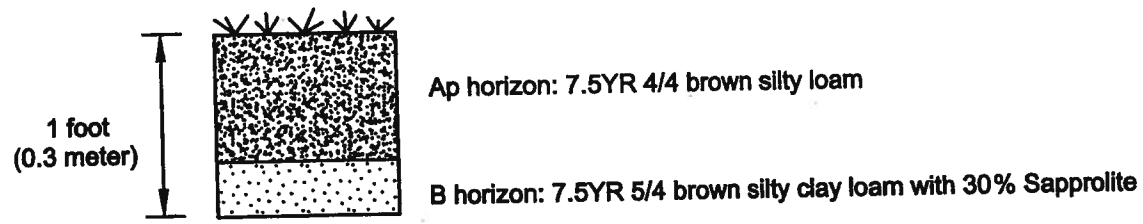
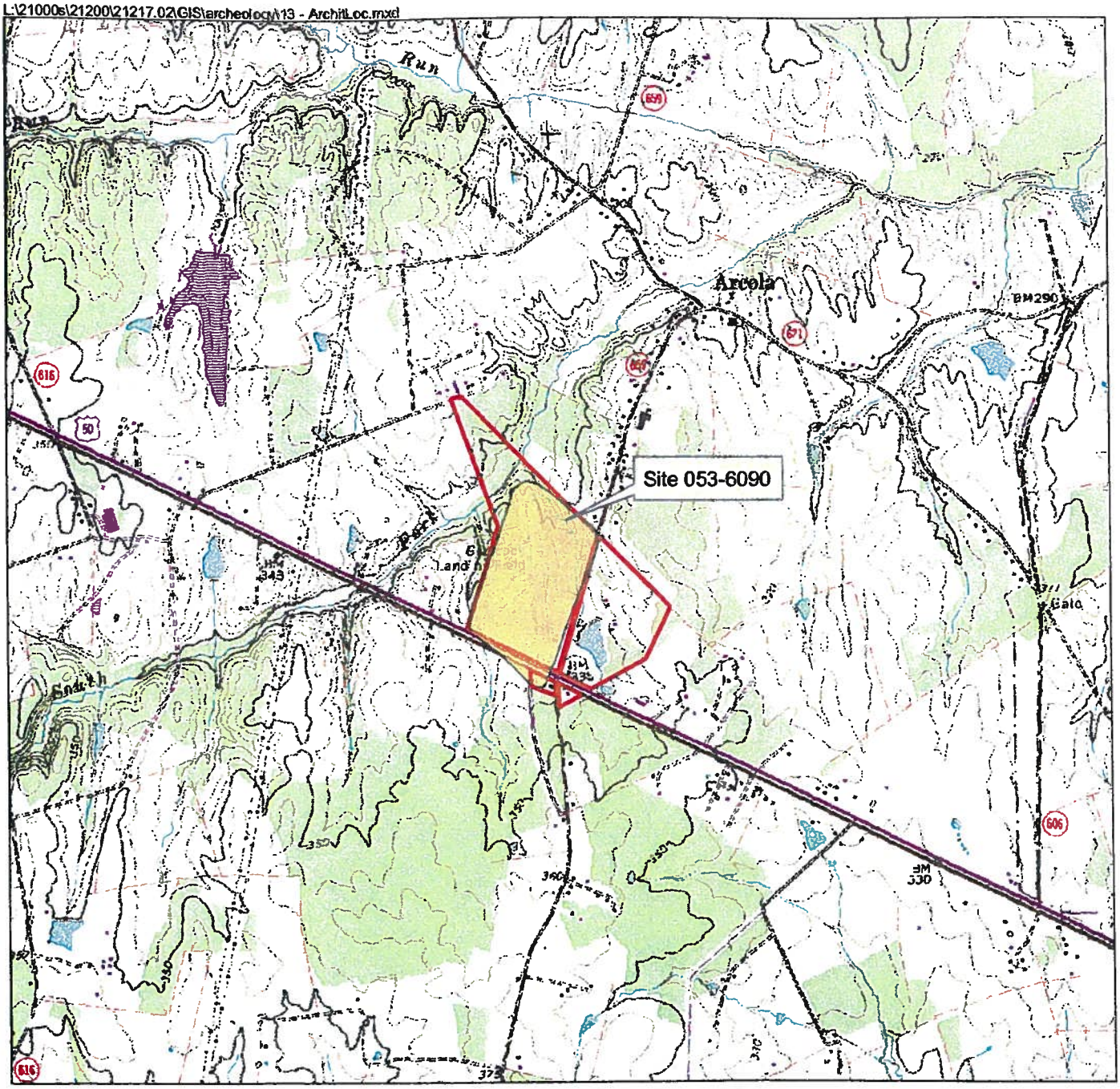


Representative Soil Profiles from Area D
Glascock WSSI #21217.02



Architectural Resource Location
USGS Quad Map - Arcola, VA 1981
Glascock Property
WSSI #21217.02
Scale: 1" = 2000'

N
W E
S

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Exhibit 24

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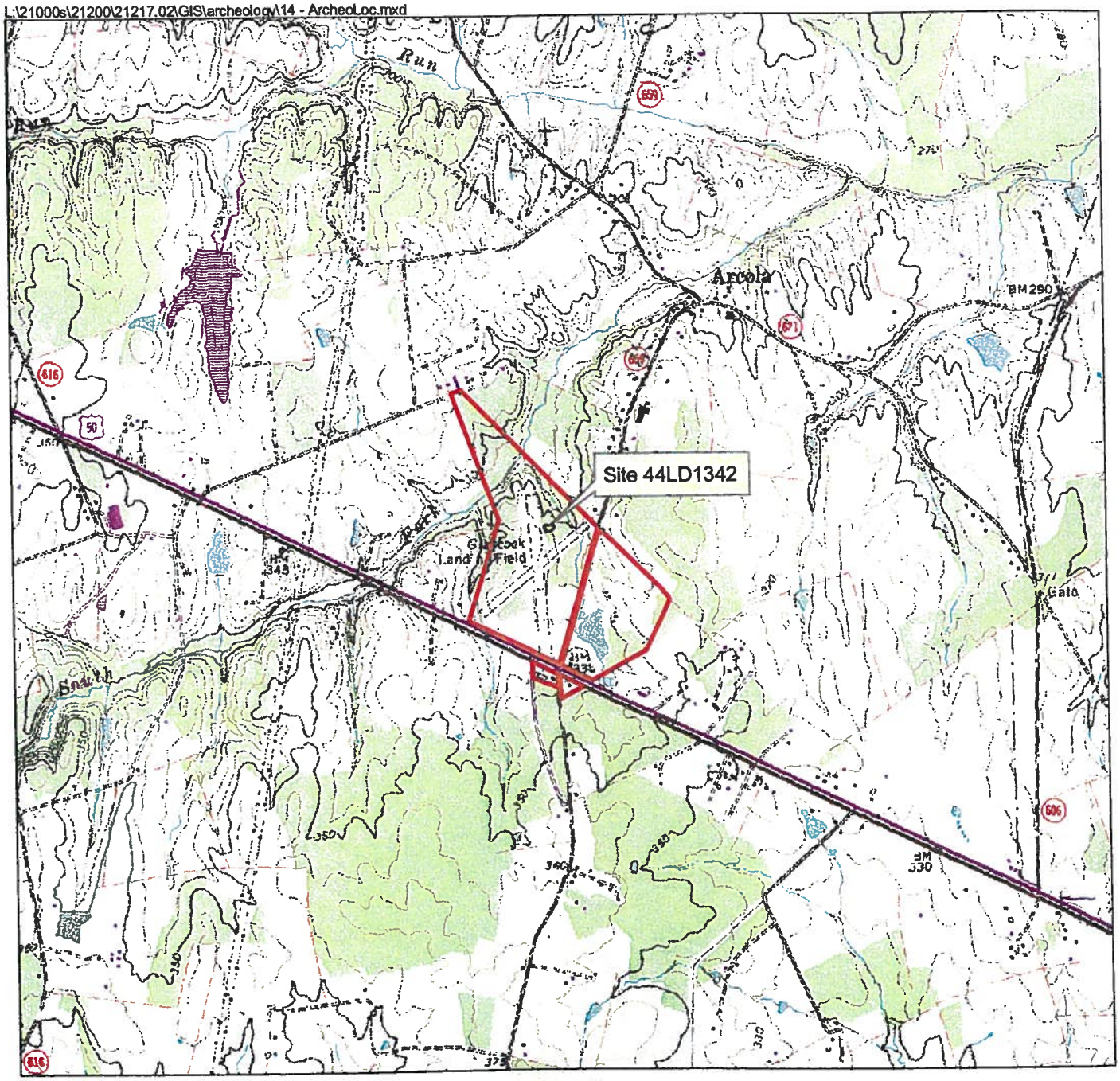

Archeological Site Location
USGS Quad Map - Arcola, VA 1981
Glascock Property
WSSI #21217.02
Scale: 1" = 2000'

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Thunderbird Archeology
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Exhibit 25

Archaeological site 44LD1342, located to the west of the currently used Glascock Landing Strip and north of the abandoned landing strip, is within the boundaries of site 053-6090. This site represents the remains of a historic dwelling with an occupation date as early as the mid-to-late 19th century. The site was identified on the basis of five positive shovel test pits and a stone foundation. Brick rubble was concentrated along the northern foundation wall, which indicates that the building possessed a brick chimney, and flagstones identified just below the ground surface near the foundation indicate the possible presence of a second building. The integrity of this site was severely compromised during the construction of the Landing Strips, resulting in a large push pile obscuring a portion of the stone foundation and displaced soils. Therefore, because of the disturbance that has occurred at the site, the site has low research potential and it is not considered to be eligible for listing on the National Register of Historic Places. No further work is recommended on site 44LD1342.

Because no specific impacts to the FEMA floodplains associated with the South Fork of Broad Run or its tributaries have been determined at the time of this investigation, the floodplains were investigated by pedestrian reconnaissance only. If in the future floodplain impacts are anticipated, we recommend that the area to be impacted be tested at that time.

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PLATES

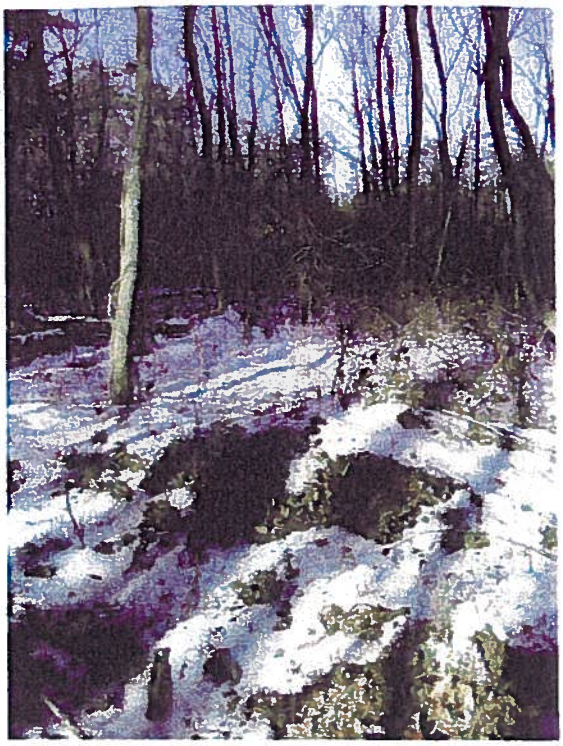

PLATE 1
General Vegetation in Area A, Facing West.

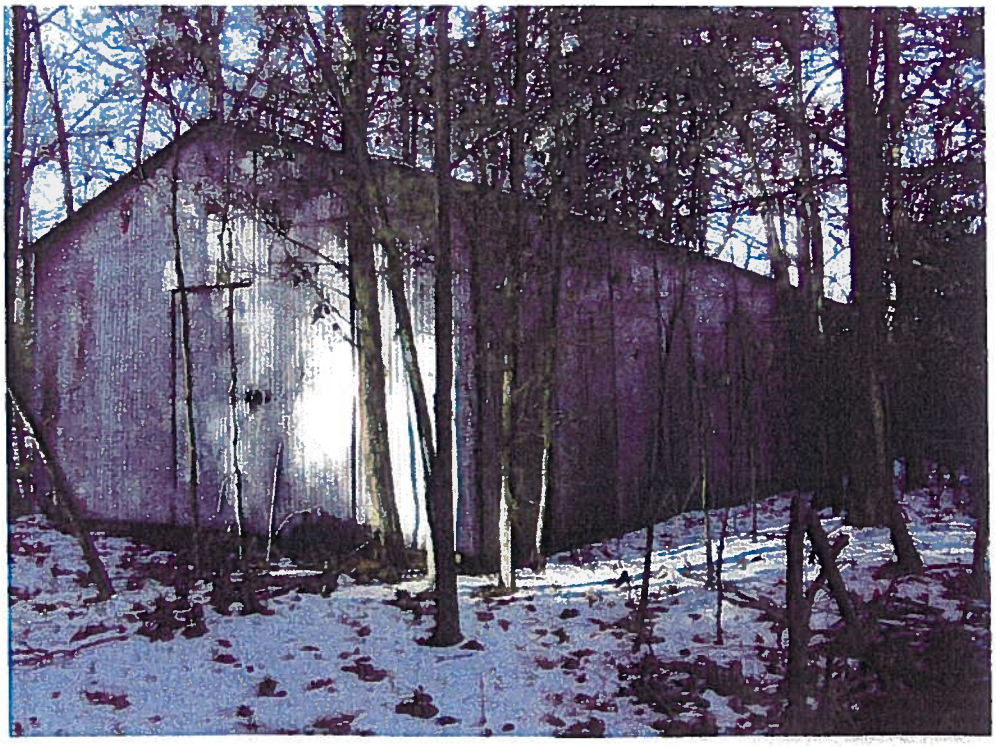

PLATE 2
Structure 7, Facing West

PLATE 3
Structure 7, Facing East.

PLATE 4
Structure 8, Facing Southeast.

PLATE 5
Wood Frame Gabled Roof North of Structure 8, Facing North.

PLATE 6
View of Graded and Filled Areas at the Route 50/659 Intersection, Facing North.

PLATE 7
Tires and Other Machine Related Trash on Ground Surface in Area A, Facing East

PLATE 8
Large Man Made Pond in the Southern Portion of Area B, Facing South.

PLATE 9
Young Cedar Forest South of Pond in Area B, Facing East.

PLATE 10
Mixed Hardwood and Coniferous Forests in Area B, Facing South

PLATE 11
Cedar Forest in Northern Portion of Area B, Facing East.

PLATE 12
Structure 1, Facing East.

PLATE 13
Junk Piles Surrounding Structure 1, Facing South.

PLATE 14
Structure 2, Facing North.

PLATE 15
Structure 2, Facing South.

PLATE 16
Structure 3, Facing East.

PLATE 17
Structure 3, Facing South

PLATE 18
Structure 4, Facing East.

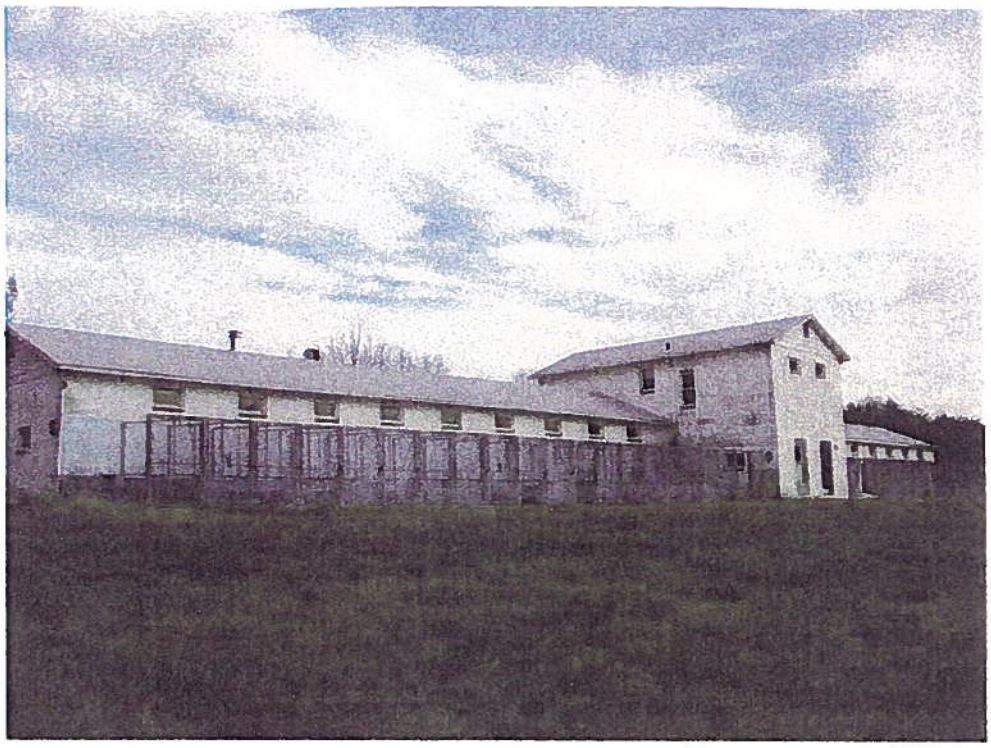

PLATE 19
Structure 5, Facing East.

PLATE 20
View of Structure 5 Showing Structure 4 in the Background, Facing South.

PLATE 21
Structure 9, Facing North.

PLATE 22
Large Tree in Area B, Facing East.

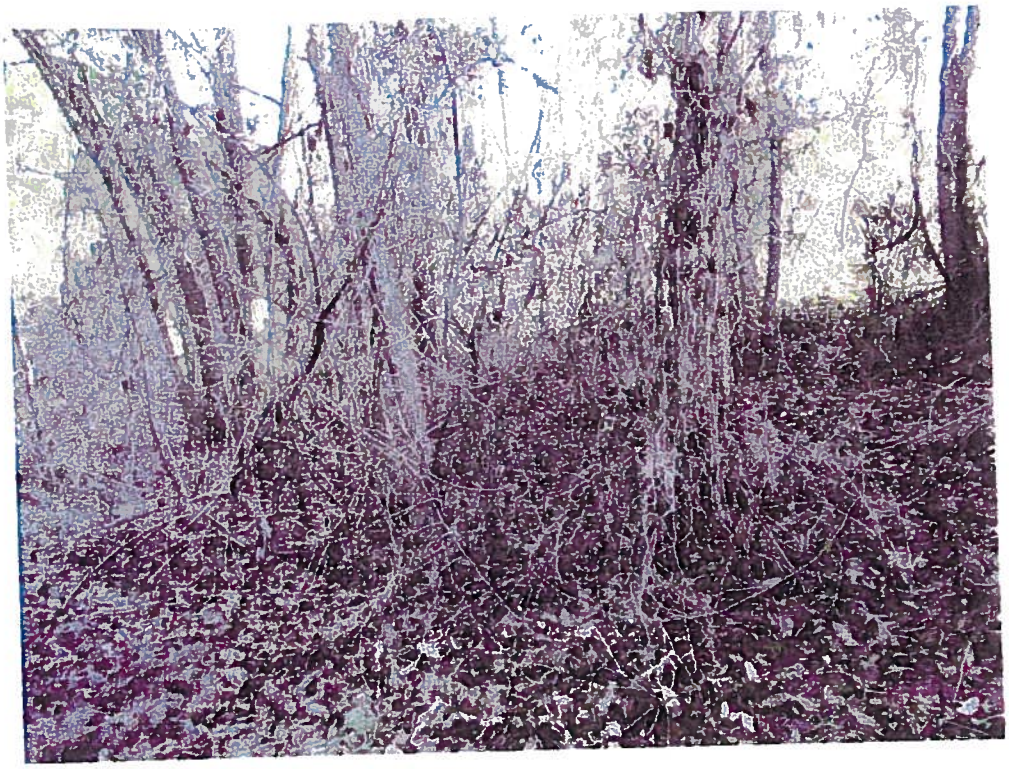

PLATE 23
Large Soil Piles in Area B, Facing East.

PLATE 24
Junk Piles Surrounding the Structure Complex in Area B, Facing East.

PLATE 25
Junk Piles Surrounding the Structure Complex in Area B, Facing North.

PLATE 26
Glascock Landing Strip, Facing North.

PLATE 27
Glascock Landing Strip, Facing South.

PLATE 28
Abandoned Second Landing Strip, Facing West.

PLATE 29
General Vegetation along Landing Strips, Facing West.

PLATE 30
Structure 6, Facing South.

PLATE 31
Cleared and Graded Corner of Route 50 and Route 659, Facing Southeast

PLATE 32
View of Sunken Road West of Gum Spring Road (Route 659), Facing North

PLATE 33
View of Sunken Road West of Gum Spring Road (Route 659), Facing South

PLATE 34
View of Push Piles along Runway, Facing West

PLATE 41
Site 44LD1342 Overview, Facing South

PLATE 42
View of Push Piles Abutting Western Foundation Edge, Facing West

PLATE 43
View of Push Piles along Western Foundation Edge with Displaced Foundation Stones, Facing West

PLATE 44
View of Brick Rubble Pile along Northern Foundation Edge, Facing East

PLATE 45
View of Flagging Stones North of Stone Foundation, Facing North

PLATE 46
General Vegetation in the Western Portion of Area D, Facing West

PLATE 47
Oak Tree at Northeast Property Corner in Area D, Facing South

PLATE 48
Fallen Trees in Eastern Portion of Area D, Facing Southwest

PLATE 49
Fallen Trees in Eastern Portion of Area D, Facing South

PLATE 50
Spring in Area D, Facing North

PLATE 51
Utility Line Corridor in Area D, Facing Southwest

PLATE 35
View of Push Piles Near Runway, Facing South

PLATE 36
Modern Refuse Piles Near Route 50, Facing Southeast

PLATE 37
Beaver Pond South of Abandoned Runway, Facing South

PLATE 38
View of Forest in Northwest Portion of Area C, Facing South

PLATE 39
View of the South Fork of Broad Run and Associated Floodplains, Facing Northwest

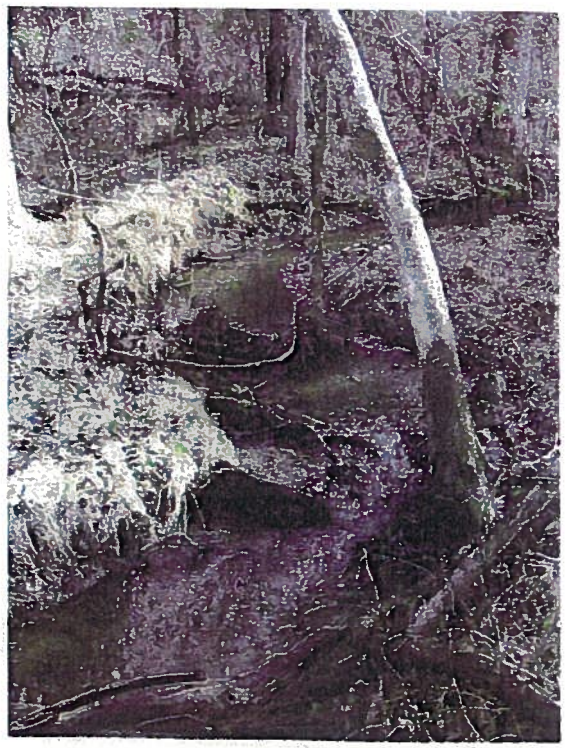

PLATE 40
View of Unnamed Tributary to the South Fork of Broad Run, Facing North